

The  
**International  
Teamster**



JANUARY 1949



See Back Cover

SYMBOL OF SECURITY



# INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

**DANIEL J. TOBIN**  
General President



**JOHN F. ENGLISH**  
General Secretary-Treasurer

## 1949

### JANUARY

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# The International Teamster



DANIEL J. TOBIN • Editor

THOMAS E. FLYNN • Assistant Editor

Vol. 46

JANUARY, 1949

No. 1-A

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## A Year of Promise

This month we welcome 1949, a youngster with a promising future. The infant year faces many troubles, to be sure, but for the forces of organized labor its general outlook for the full 12 months of its life can be summed up with three O's—Optimism, Opportunity, and Obligation.

Optimism because labor today stands strong and confident; it has proved more than a match for its enemies.

Opportunity because the strength labor now has can be used to inaugurate a far-sighted era of industrial cooperation.

Obligation because labor owes to its members and to the nation the responsibility of pioneering for justice and fairness, a program for better living for all Americans.

We of labor have the greatest confidence in young 1949.

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# Timely Remarks

by DANIEL J. TOBIN

## *A Formula for Strength*

**To all of our members and their families I wish a Happy and Prosperous New Year. I trust that the year 1949 will bring joy and peace and understanding based on common sense and sound judgment to every one of our almost one million members and their families.**

I have sent this same kind of message now for 41 years since I first became General President of the International Brotherhood of Teamsters. Looking back over the past, I am indeed grateful that I have had the opportunity to serve our membership and to render whatever help I could through the advice that I tried from time to time, to convey through the columns of this monthly publication.

The past year has been a great year for the Brotherhood of Teamsters. Yes, we have had trouble here and there. We have a certain amount of discontent, but that is only human, and it is to be expected. We have succeeded in weeding out or in keeping out Communists from this International Union. We find no faults with any man because of his religious or political beliefs, except with Communism, which aims at the destruction of our form of government. I hope and pray that some day the Russian Government and its people will understand that we in this country of ours are not interfering with their form of government over there, but we do strenuously object and we shall continue to prepare and fight if necessary to protect our form of democratic free government.

If you want to do me a favor you will try and attend your meetings. Don't wait until there is a wage scale or strike on or an election of officers. Attend your meetings regularly because the protection of your home and the success and continued happiness of your family depends upon your organization. Without organization we would

amount to nothing. If you don't believe this, look at the workers in the countries that have no organization, especially in South America as well as in many of the countries of Europe.

**The International Union was never stronger numerically or financially than it is today. I try, as do my associates, to serve you as best we can to the end that your life and your working conditions and those who are dependent upon you shall be happier as time goes on.**

Stamp out radicalism which is breeding continuously within many of the locals. Watch for the fellow who is always trying to find fault with everything no matter how much improved his conditions are. Three or four disturbers within any meeting can very often cause serious trouble. The quiet, hard-working faithful members of our union just walk out of the meetings and leave the radicals to carry on. This is dangerous and some day, if you should continue this practice of not attending meetings or walk away from meetings, you will pay a heavy price, much more than you have any idea of just now.

The Teamsters Union being what it is, powerful, the key to many industries, is looked upon with eyes of hatred and jealousy by the destructionists who are increasing in number and who are members of the Communist Party. Then, we have a few scattered among our membership who are not Communists, but who are so blind that they follow the smooth slippery mouthings of the radicals. They are trapped and carried away by false statements before they know where they are going.

We are going to enter this New Year at peace with over 90 per cent of our employers and with our government and with those who are elected to make laws and those who are appointed or chosen to carry out the laws of the nation.

I again repeat, we were never stronger and we never had more influence and more respect than we have at the beginning of this New Year, 1949. This condition is not due to any one or two or ten men who are your national officers. It is due to the faithful observance of the great multitude, the general membership and their families who render us help and support and encouragement and who are guided by the constitution of the International Brotherhood of Teamsters, which they have drafted and which they have placed in our hands to carry on and who are, in their wholesome, splendid citizenship, lovers first of our country and second



of this International Union of which they are a part.

Be of good cheer during the coming year. Stamp out depression and discouragement. Yes, you will have your crosses, your trials and your troubles. Life is made up of those conditions. No one can escape a certain amount of trouble and distress but the real man is he who stands up in the face of trouble and adversity and smiles and decides within his heart to carry any trouble that has been placed on his shoulders. Anyone can laugh and smile when they always win, but give me the man who can smile when he loses and when the clouds are heavy around himself and his family, because I know that man will eventually come out a winner.

A happy and Prosperous and Contented New Year to our membership and their families is the wish and the prayer of your General President and your editor.

---

## ***Thanks for a Job Well Done***

I want to thank our membership and their friends everywhere for following out the advice and direction of the General Executive Board in the last campaign. In Chicago, in August the General Executive Board decided that no national conference would be held on the political situation. It further decided that each district and each individual local union and member would be allowed to use their own judgment during the campaign in selecting candidates. Also, it was decided that our membership would form their clubs in accordance with the law and contribute voluntarily their own moneys and distribute said moneys as they deemed advisable, and support those they believed the best for Labor.

There was one request made to our membership by the General Executive Board and that was: That our membership, under no circumstances, should support a candidate who favored the Taft-Hartley Bill or who voted for the Taft-Hartley Bill or who voted not to sustain the President of the United States when he vetoed the Taft-Hartley Bill. This request was, undoubtedly, an endorsement of President Truman by the General Executive Board. The Board could do nothing else, no matter who the candidates were against the candidate of the Republican Party.

The Taft-Hartley Bill not only had a tendency to destroy labor, but if the Republicans were returned to office on their platform, they would

have strengthened the Taft-Hartley Bill further in order to more thoroughly strangle labor. No matter whether you liked the candidate or not, you had to vote against the candidates that favored the Taft-Hartley Law.

I repeat I am deeply grateful to our membership in Illinois, in Montana, in West Virginia and elsewhere throughout the nation, especially in California, where they carried out the request of the General Executive Board and voted almost as a unit,—themselves, their families and their friends,—against the candidates who favored the Taft-Hartley Law.

Not only will we endeavor to repeal the Taft-Hartley Law as expressed by the American Federation of Labor, but we will reinstate as much as possible the Wagner Act which, in my opinion after many years of studying legislation, was the first great charter of freedom for the organized and unorganized workers of the nation.

---

## ***A Thought-Provoking Story***

**Dean Swift was an English Protestant Clergyman. He was a Clergyman of the Church of England,** but he was a great liberal one hundred years ago.

Strange as it may seem now, in those days the Catholic and Protestant Clergymen were great friends. They associated and dined with each other. Of course, they were all educated men and they went through almost the same school of theology until they reached a certain point and then they differed on some matters of religion. Educated men and women nearly always respect and honor each other. During the days that Swift worked as a churchman in London there was an Irish temperance advocate that went to London, advocating and preaching temperance.

At any rate, Father O'Brien and Dean Swift became great friends and one rainy day they were walking along the streets of London somewhere near Petticoat Lane which was the district of Jack the Ripper. (Sam Gompers was born in that district.) They saw a drunken man lying in the gutter and the water almost flowing into his mouth. Dean Swift loved a drink but never abused that privilege or desire. He was really a religious man and an exceedingly great liberal. He got in bad with the government because he fought against the persecution of the Catholics in Ireland. He wrote some very bitter articles against the English nobility



and the Royal Family because of their persecution of the Irish.

At any rate, Father O'Brien says, "There you see, Dean, that is the result there in the gutter of drink, intoxicating liquor." Swift looked at him and then he looked at the drunk and he said, "Father, but for the Grace of God it might have been you."

So, you men down on the floor that are so anxious sometimes to bawl out the business agents or to say something unappreciative about your organizers or your officers, remember that we too have a load on our shoulders to carry and we try to do the best we can. We want to help, we want your kindness; we like a pat on the back no matter how big we are in the eyes of the membership. We are just as humble as you are and let me repeat, but for the Grace of God it might have been you that might be in our place trying to keep the wheels rolling.

---

## *The Best Gift of All*

I am not entirely happy—perhaps I am wrong, it could be—about the lack of interest apparently now being demonstrated by the men of labor in the continuation of Labor's Educational League. Oh yes, you are going to tell me, "well what are you trying to do, Tobin, climb on the band wagon?" My answer to that is "No." I have always been on the band wagon and I never got off but some times I am more enthusiastic than at other times. I keep on repeating, and I am somewhat ashamed to do so, that the political arena can give me nothing. I feel that I am a bigger man, having the respect and the confidence of you, my members, who read this journal, than I could be in any job in Washington.

Don't misinterpret that statement. I have no swelled head and I hope that the unseen power that has made me what I am will understand me. To represent a million Teamsters, which is our membership for December, is quite an honor and I know that for 41 years no one has ever been a candidate against me. Perhaps they did not want the job. I want you to believe me when I say to you that I consider your respect and your confidence in me, even though I have to sometimes disagree with you, the greatest honor that a poor, hard-working Teamster can obtain.

Now I am going to ask you for a New Year's

gift. Not a present, not a gold watch or a diamond ring, not a banquet. I am tired of banquets, (penny-ante stuff in my mind). Yes, I am just as human as you are and, believe me brothers, I am not jealous of the honor paid to men who represent our organization; I want you to do this for me for the New Year and that is help me, help me, help me to carry on and to serve you with all the energy that God has given me to the end that we may continue to increase our membership and build up the confidence and respect of our government and the public.

Correction please: We do not have a million members every month. January may fall down, but the above-stated strength of the organization in December was, as written here, correct.

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## *Get-Together at Convention*

During the convention of the American Federation of Labor I spent a very happy evening with some of my friends from Boston. I entertained them at dinner in my room in the Netherland Plaza. Among them was Secretary of Labor Maurice Tobin, whom I have known and respected for many years, especially while he was Governor of Massachusetts. There was also with me on that enjoyable evening John J. DelMonte, president of the Massachusetts State Federation of Labor and also one of our leading officers in Local Union 379, Excavating and Building Material Teamsters, Chauffeurs and Helpers of Boston. Also with me was General Organizer Nicholas P. Morrissey, who was Major Morrissey during the war, for quite a while in charge of transportation and what wonderful work he did for the government.

We talked about old times and, of course, we did not refrain from talking about the present. Maurice Tobin made a great Governor of Massachusetts and if anybody can make anything out of the job of Secretary of Labor, Maurice Tobin is the man.

---

## *Example of Short Sightedness*

I have a couple of fellows in the middle west (I would like to tell you the city but that may be un-parliamentary just now) who just came up as I did from the bottom. They know it all. You can't tell them anything. I remember when they came into the union ten or fifteen years ago. They



are officers now of their local, and they are continuously griping at every meeting about something. They wind up by stating the International Union is neglecting their locals. They can't handle a wage scale. They can't sit in on a conference with employers and get anywhere. The International has to handle their wage scale, and if they go to Washington, we have to turn over our whole statistical department to try to extricate them from destruction. They think because they pay us 30 cents a month or one cent a day per member that they are really making and keeping and sustaining the International Union. Well, the truth of the matter is this: It almost costs us as much as the 30 cents, besides the risk of insurance for strike benefits, to carry on. The journal that you receive each month at your home free of charge costs a large amount. I do not have the exact figure. That includes the cost of mailing, returned copies, supplies, all the innumerable things that we have to do in addition to the printing and the paper. We pay the American Federation of Labor, the Building Trades and others three or four cents a month on each member of ours, then we pay our assessments to the Federation, which we must do if we remain in affiliation.

I sometimes almost get to the point, that I may

tell those babies during the coming year, "If you don't like your service, your treatment from the Brotherhood, if you think you are losing money in being chartered by the International Union, then pick up your play things and move." Of course, I don't want anyone to get out, not even the smallest union, but there is a limit to endurance of duly elected officials. One can stand just so much and no more.

The expenses of our legal department in Washington and elsewhere run above \$100,000.00 a year. We paid into the Federation this year about \$170,000.00. Our statistical department, with three people, all college men, and two or three stenographers, runs into fifty or sixty thousand dollars a year. Our printing bills this past year have run over one-half million dollars. We are tickled to death to be able to pay out this money for your education and to help you our members remember your officials are human too.

Yes, I repeat, I ask you for your help this coming year. Give me your good will, your association, your confidence, so that we can continue, you and I, to build up this great union of ours which is the outstanding labor union numerically of today. That is what I pray and ask of you, my members, and your wives and your children.

## Tough Labor Controls Planned

### *High Level Thinking in Capital Points to Stringent Manpower Regulations in Event of War Emergency*

Control of labor in event of another war emergency will be considerably more stringent than it was in World War II, according to plans now being shaped in Washington.

Two developments in recent weeks have indicated the general direction of the national defense thinking regarding use of manpower:

1. Reports continue to emanate from the capital to the effect that the National Resources Security Board has on paper detailed plans for economic and manpower mobilization in event of a national emergency; and

2. A speech from an officer of the Navy, a staff member of the Industrial College of the Armed Forces,

to the effect that manpower controls must be more stringent.

While no public statements have been made on the general security picture, since the details are of themselves matters of top secrecy, reports continue to indicate the trend of military thinking. The feeling in Washington, indicates these reports, is to the effect that the entire economy will be much more severely regimented in another emergency than it ever has been heretofore. This would apply to capital as well as labor and to all the country's resources—agricultural, military, manufacturing, mining, etc.

Of interest to labor, however, is the fact that any future emergency will spell regimentation of the sever-

est sort. The details of this regimentation, of course, have not been made public.

Related to the thinking that is reported to be going on in high political policy and military levels is a recent speech of Commander E. G. Campbell of the Industrial College of the Armed Forces. Commander Campbell spoke at a Navy Supply Corps School, Bayonne, N. J., before an audience of 125 Army, Navy and Marine Corps reserve officers. The audience was composed of business men, who were being indoctrinated on problems of supply and mobilization in event of war.

If the same system of manpower controls are used, we would be short 3,000,000 men, the speaker said. The highlights of the officer's lecture included:

1. A statement saying that some form of a National Service Act will be necessary to direct civilian labor

(Continued on page 32)



# Harmony Keynotes AFL Meeting

**I**N CONTRAST to the ominous atmosphere which prevailed in 1947 at the A. F. of L. Convention in San Francisco, Calif., because of the enactment of the Taft-Hartley Law, this year quite the other extreme was apparent. The presidential election results, together with Senate and House majorities favorable to labor, produced a feeling among the International Representatives at Cincinnati, Ohio, that has been unequaled in the history of American labor and the representatives of your International conveyed your sentiments to delegates from other labor bodies.

## *Teamsters on Committee*

The rostrum was replete with eminent speakers who presided after the opening prayer by the Right Reverend Monsignor Marcellus Wagner, pastor of St. Lawrence Church in Cincinnati, Ohio.

The representatives of the Teamsters' International served in many capacities and on several committees. General President Daniel J. Tobin was Chairman of the Committee on Laws and he was also on the Committee of International Labor Relations. General Secretary-Treasurer

## *Prominent Speakers Address Federation's Convention in Cincinnati; Teamsters Hold Key Role, Urge Repeal of Insidious Hobbs Act*

John F. English served on the Resolutions Committee, while Executive Vice President Dave Beck was appointed to the Industrial Relations Committee. Brother Robert Lester of Washington, D. C., served as Chairman of the Auditing Committee and assisted in compiling the financial report presented to the Convention. Brother Dave Sark of Chicago, Ill., served on the Building Trades Committee. Brother Paul Jones of Los Angeles, Calif., served on the Committee on Labels and Brother Frank Brewster of Seattle, Wash., was appointed to the Committee on Adjustments.

## *Good Attendance*

There were over 630 delegates representing all affiliated Internationals as well as Federal and State bodies. All sessions of the Convention were very well attended, which was a special tribute to the seriousness of the delegates toward

the work at hand. Even the special sessions which were called were attended by a vast majority of all the delegates.

The Convention opened each morning at 9 a.m. and continued in session until 5:30 p.m. and in order to get through for the holiday, delegates worked Saturday all day.

On the first day of the session, the Convention was addressed by the Honorable Maurice Tobin, Secretary of Labor. He dwelt at great length on the remarkable victory attained by the Democratic Party through the efforts of the American Federation of Labor. Among other things, he called attention to the wish of the American people to raise the minimum wage from 40c to 75c an hour. Also, the low standard of the health of the nation could be raised to a much higher standard through a legislative health program which he stated was also a mandate of the American people expressed in the November 2, 1948 elections. It goes without saying that the American people, according to Secretary of Labor Tobin, demand the repeal of the Taft-Hartley Law.

## *Steelman Speaks*

In contrast to the wishes of the 80th Congress, which to quote Mr. Tobin, "drunk with power," the 81st Congress would see to it that there would be a restoration of an approach to the problems of the organized, through many poorly paid workers, of the United States. He stated that this was the pledge of the Wagner Act and that a document paralleling the Wagner Act would be substituted for the Taft-Hartley Law.

On Tuesday morning, John R.



Teamster delegates to AFL convention are shown at table in foreground. At right is General President Daniel J. Tobin; at left, Executive Vice President Dave Beck.



Steelman, Assistant to the President of the United States, took the rostrum to address the Convention. He formerly worked in the Department of Labor. At one time when Secretary Perkins was given to dispense with his services, President Tobin appealed to President Roosevelt to continue Steelman in the Labor Department which President Roosevelt did. His wish was to discuss with the delegates the present and future problems of labor. Outlining that Organized Labor in the United States had reached maturity, he stated that it was only within the past few years that labor has won full recognition as a partner in the American economy. He expressed the regret of the Convention that Samuel Gompers was not alive to witness the success of the program which he had initiated. He reviewed many of the gains which labor has made, particularly since the black period of 1929.

On Wednesday morning, the Convention was honored with an address by Paul G. Hoffman, the Administration of the Marshall Plan in Europe.

### ***Barkley Is Heard***

On Thursday afternoon, Mr. Albert Woll, General Counsel of the American Federation of Labor, reviewed from a legislative standpoint the Taft-Hartley Law, the Hobbs Act, Lea Act, and the Statler Hotel Case, particularly as it affected the Teamsters Union. At other sessions the Convention was addressed by W. Averell Harriman, roving European representative of President Truman, by James Roosevelt, by Senator-elect Hubert Humphrey of Minnesota, by the National Commanders of both the American Legion and the Veterans of Foreign Wars and also by Vice President-elect Alben W. Barkley, who made the best speech of the Convention.

In the near future, excerpts of the various speeches made by visitors to the Convention will be in the INTERNATIONAL TEAMSTER. It is felt that since these men, high in their

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## **Teamster Presides, Teamster Nominates**

Something that never happened to any organization of which there is any record took place at the last convention of the American Federation of Labor held in Cincinnati. When it came to the election of the officers; the President of the American Federation of Labor requested that the President of the International Brotherhood of Teamsters preside over the convention during the election of President.

President Tobin complied with the request and recognized the first man who arose to place in nomination the first candidate and the only candidate for the office of President. The delegate recognized was Phil Hannah, a member of the Teamsters

Union and Secretary of the Ohio State Federation of Labor, so that the unusual occurrence was that a Teamster presided over the convention and a Teamster made the first and only nomination for the office of the Presidency of the Federation of Labor.

A splendid address was delivered in the nomination speech by Phil Hannah, who placed in nomination for the ensuing term, William Green. Mr. Green was elected unanimously and received a tremendous ovation from the delegates.

After this President Tobin turned over the gavel to President William Green after prolonged applause.

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own professions, have gone to such length to appear before the A. F. of L. Convention on behalf of labor, you should have the opportunity to read how these men feel about labor.

As forecast, the repeal of the Taft-Hartley Law was high on the agenda of the Convention. Repeatedly, resolutions came to the floor that steps be taken to rid the working people, in this great nation, of the yoke of the heinous and treacherous law fathered by Senator Taft and Congressman Hartley, who is no longer in Congress. No less than five separate and distinct approaches to this problem were presented in resolutions and these were the consolidation of many other requests for the abolition of the law but paralleling the content of the above.

### ***Social Legislation***

Social legislation to aid the aged, the indigent, the young and the ill, those classes incapable of full self-support was advocated in addition to the problems directly affecting labor.

Aware that even with the repeal of the Taft-Hartley Law, there still remains to persecute the Teamsters—the Hobbs Act. This insidious and treacherous piece of legislation re-

ceived particular attention from your representatives. General President Daniel J. Tobin expounded at some length on the discriminatory and inimical nature of the Act, which for legitimate activities, members of the Teamsters Union could be given an outrageous sentence of 20 years in prison and a \$10,000 fine. Every effort was made to emphasize to the delegates the necessity for action to repeal the Hobbs Act at the earliest possible moment.

### ***Teamsters Contribute***

The financial highlights of the eight-day session was the dramatic action on the part of President Tobin in support of the A. F. of L. Labor League for Political Education. Realizing the tremendous import of such an organization and the influence for good, which is its potential, Mr. Tobin took the initiative in giving it financial breath and life. An unprecedented and unparalleled contribution in the amount of \$62,500 was made by the International Brotherhood of Teamsters. With such a magnificent start, the continuing efforts of the League was assured and the Teamsters again led the way to give the A. F. of L. a still stronger tool to fight its battles.



Under the guidance of Chairman Daniel J. Tobin, the Committee on Law advocated certain constitutional amendments for the benefit of the movement as governed by the A. F. of L. The salaries of both the President and the Secretary-Treasurer were increased \$5,000 each per annum, a motion justified by the services rendered by the incumbent office holders. The Convention unanimously approved the recommendation of the Committee.

On Tuesday evening, after the opening of the Convention, the General President was the guest of honor of the Cincinnati Teamsters' Joint Council. Invited to this highly enjoyable banquet was the Executive Council of the American Federation of Labor, all Teamsters' delegates, the visiting delegates and their wives, and a most pleasant evening was had by all. It will ever be remembered by the General Officials of the In-

ternational and the officials of the American Federation of Labor.

Characterized as the most successful and harmonious Convention in the history of the movement, held after the sweeping victory in the election which labor did so much to bring about, the Convention adjourned on Monday afternoon, November 22, 1948. The last action of this momentous gathering was to select St. Paul, Minn., as the 1949 Convention site.

Your delegates led the fight within the Executive Council in and around the hall in behalf of St. Paul. We desire to thank you and all the delegates at our convention in 1947 for the confidence placed in us by electing us to represent you at the convention of the American Federation of Labor.

John O'Rourke of New York, who was elected as a delegate, could

not possibly be present because of strikes prevailing amongst his membership in New York City. William Lee, President of the Chicago Federation of Labor and one of our top men in the Bakery Drivers Local Union in Chicago, was appointed to fill the vacancy created by the absence of John O'Rourke.

We did everything in our power to keep the name of the Teamsters protected and guarded and taken care of; this is what we should do.

As stated in another page, the General President presided over the convention during the election of the President of the American Federation of Labor.

We again thank you for the confidence reposed in us and we promise to serve you in the future as we have in the past with all the clear thinking strategy and sincerity with which we are possessed.

## ILO Plans Worldwide Program

### *Seven-Point Undertaking Includes Plan For Full Use of Manpower Resources*

The 107th session of the governing body of the International Labor Organization voted at its recent convention to undertake for the first time the administration of an important seven-point labor program at the operational level.

The governing body gave unanimous approval to a program for ILO action to further vocational training and full utilization of the world's manpower resources. The program embraces activities in the fields of employment service organization, training, and migration.

The plan marks a new departure for the ILO which, until now, has confined itself to studies and consultation but avoided taking any administrative responsibility.

In other action, the AFL's international representative, George P. Delaney, was appointed to fill the seat on the governing body left vacant by the death of Frank Fenton,

whom Mr. Delaney succeeded in the AFL post.

The new manpower program was presented to the governing body by ILO Director-General David A. Morse, former U. S. Undersecretary of Labor, who said the problem of making most efficient use of manpower is one of the greatest confronting the world.

ILO, he said, must take the leadership "in getting the job done," and must embark on the work from "an operational point of view." In the field of technical training he urged ILO to become an agency for coordinating the use of resources available throughout the world. The program must be undertaken on an international scale, he said, but regional needs for assistance must be met.

In approving the program, the governing body agreed:

1. To authorize the International

Labor Office to convene meetings of employment service experts in various regions;

2. To authorize the office to submit to the governing body's next session comprehensive proposals for operational activities in furthering the exchange of trainees;

3. To appoint a tripartite committee of its members which would meet, usually in Asia, to assist in formulation and execution of Asian manpower programs;

4. To approve immediate establishment of an ILO field office on technical training in Asia;

5. To authorize, in response to a request from the manpower committee of the organization for European economic cooperation, (1) measures to assist countries in development of systems for training instructors within industry and (2) a tripartite meeting of technical training experts from European countries;

6. To make worldwide in scope ILO's present periodical survey of manpower needs and surpluses;

7. To authorize the International Labor Office to draw up a catalogue of training films.



## Beck Nominates President Tobin

*(Taken from Minutes of Convention of American Federation of Labor on Monday, November 22, 1948.)*

The Chair now calls for nominations for Fifth Vice President of the American Federation of Labor.

DELEGATE BECK, Teamsters: Mr. Chairman and delegates to this convention: It is my privilege today to nominate for the office of Fifth Vice President a man who needs no introduction to this convention. I, too, could extol his virtues for many minutes before the convention, but he certainly does not need it. There will be without question no contest on this election. I will not transgress upon the time of the convention. It is enough to say that he has served the International Union that I represent for a period now of more than 40 years, and has built it from a small struggling organization to one of the largest organizations of labor anywhere, not only in the United States but throughout the world.

He has served this Federation of Labor on its Executive Council, and his name will go down with the illustrious men of labor — Gompers, Mitchell, Duncan, Green and many others.

It is my privilege to nominate at this time the best man there is in the International Brotherhood of Teamsters, Daniel J. Tobin.

## AFL Aids Europe Through CARE

A special American Federation of Labor Drive to aid Europe's unfortunate is being conducted by Labor's League for Human Rights, the Federation's official relief organization.

The League, one of the founders of CARE—Cooperative for American Remittances to Europe, reports A. F. of L. members are responding enthusiastically to appeals.

## Teamster Greet Vice President

*Daniel J. Tobin and Alben W. Barkley, Old Friends, Meet at AFL Convention*



The above is a picture of General President Tobin shaking hands with Vice President Barkley in the side room of the convention hall in the Netherland Plaza Hotel, Cincinnati, Ohio, during the convention of the American Federation of Labor. The center picture is that of Sam J. Byers, President of Laundry Workers.

Vice President Barkley and President Tobin are old friends. Both of them were enthusiastic Roosevelt campaigners and sincere believers in the policies and humanitarian instincts and desires of the late President Roosevelt. President Tobin and Vice President Barkley spent more than one happy evening together in the years past during the days of the Roosevelt Administration, especially during the time President Tobin was serving Presi-

dent Roosevelt as Administrative Assistant.

It is needless to say now that Vice President Barkley, who during his years in the Senate scrupulously and religiously voted for labor whenever the question of labor was under consideration, will continue to observe and carry out that policy during the years to come, which we hope will be many, while he is serving as Chairman of the Senate.

It might be further stated that the Teamsters Union in the State of Kentucky is the largest individual labor organization within that state. We are now enjoying a membership of nearly 34,000 in the state. Our members and their families will always, in the future, support Vice President Barkley as they have in the past.



# EDITORIALS

*by*  
**DANIEL J.  
TOBIN**

## ***Labor Must Remain Alert***

Now that the clouds of the election have passed away and we begin to digest the results of the national election, we have only this to say: Labor did a splendid job, but it must not get drunk or intoxicated or so wrapped up in its victory that it will sit by the wayside and refuse to watch what goes on in Washington.

It must be distinctly understood that only by the merest chance was President Truman elected. A change of 200,000 votes in three states could have defeated President Truman. In Ohio Mr. Truman won the election by a photo finish. In Illinois the voters were so disgusted with United States Senator Brooks of that State that all classes of working people were determined to remove him from office and in removing Senator Brooks they voted a straight ticket and defeated Governor Green, who, I understand from our people, was fairly decent with labor while Governor.

In California the passage of the Taft-Hartley Law, the investigations and all the other annoyances of the Republican committees sponsored and fathered and promoted by the Republican National leaders was the cause of losing that state. It is true that California had a registration of more Democrats than Republicans, but if Governor Warren had been running alone for the Governorship, it is the judgment of our people out there that he would have won, but he could not carry the load of the Republican platform and the Republican candidate for President. All in all, sizing the thing up it was a photo finish, as they say at the race track, for President Truman, due mostly to the blundering of the Republican leadership and its machinery, again due to their neglect and over confidence.

Two years from now, when the Congressional election takes place, it may be different and unless labor is alive and watchful and guarding its interest during the next two years, the Democratic Congress

may be swept out of office and the reactionaries, the old dyed-in-the-wool representatives of money bags may be returned to office. That is the reason why the Teamsters International Union was the first to contribute to Labor's Educational League. So, our advice to the men and women of labor and to their friends is: you have only just won the first line of battle, you must carry on, keep up the good work, be ever watchful of the danger surrounding labor and if you do you will carry the next Congress in 1950. In the meantime, I hope and trust that the men and women of labor, the International Unions especially, will contribute as did the Teamsters toward the continuation and support of Labor's Educational League to strengthen and enlarge that League by their contributions.

I repeat again what I said in last month's journal that the men of labor should pay attention to their first duty and that is to repeal anti-labor legislation and to help toward the enactment of favorable legislation and to quit running around looking for penny ante jobs for themselves, their friends and families and quit the whispering campaign and quit mortgaging themselves looking for jobs, thereby destroying their efficiency and usefulness as labor representatives.

## ***Helping Labor's League***

In a side conference of Labor's Educational League it was decided to assess a sum equal to 10 cents per member on the membership of the American Federation of Labor to carry on the educational work of Labor's Educational League to the end that labor would not fall flat between now and the next congressional election.

The General President of your International Union believed that such action by this committee was almost equal to an assessment levied on the membership of the Federation. The General President, after discussing the matter with several of his associates, decided to pay the en-



tire amount which could be spread over 24 months at once and handed a check in the amount of \$62,500.00 to the President of the American Federation of Labor during one of the sessions of the convention on November 18, 1948, in Cincinnati.

This not only helped the Educational League to carry on with the desired organizing, as their funds had been run down, but it was done for the purpose of inspiring and encouraging other unions that may hesitate toward the payment of this necessary fund to carry on educationally for the purpose of defeating the enemies of labor in the Congressional election in 1950 and electing to office the friends of labor. There was no other purpose on the part of the International Brotherhood of Teamsters except to encourage and help to carry on the necessary work that must be done now and during the next two years.

### ***Workers Cannot Be Fooled***

Everyone still is asking the question, "how did it happen?" It is my opinion that it happened because Dewey and his crowd were not only over confident, but they were brutally negligent in the campaign. They were so sure of winning that they neglected even the most ordinary affairs in the running of a national campaign. Of course, the workers of the nation, the toilers, organized and unorganized, were responsible for the election of President Truman. As a matter of fact, I sometimes ask myself "did Truman get any other votes except the votes of the workers?" My answer is that if he did they were very few or they were votes that were influenced by the workers in contacts by the workers with the farmers.

For instance, our milk drivers and our dairy workers are running around among the farmers gathering milk every day in the week but Sunday and don't let anybody tell you that they did not do some real missionary work. Not because they loved some of the Democratic candidates, but because they hated and despised and were disgusted with the tactics of the Republican candidates.

Everyone knew that the Republican platform contained the plank favoring the Taft-Hartley Bill. Well, it should have been allowed by Mr. Dewey and his associates to stand there. Instead of that, Mr. Dewey goes down to Pittsburgh and emphasizes and strengthens the Republican platform, almost swearing aloud that the Republican Party and he himself were 100 per cent in favor of the law.

There was no need of shaking a red flag in a bull's face. That speech in Pittsburgh, reaching into West Virginia, had a great deal to do with losing West Virginia and the Northern part of the State of Ohio for the Republican candidates. Other blunders were made that were almost equal to this. Certainly no trade unionist or his friend could support that kind of candidate.

Up to that time, there were some among the working classes that favored Dewey, but the Republican speakers blundered so willfully that it was never equalled before in history.

### ***Local Officials Merit Support***

Now that the elections in your local unions are over, you should support and help the regularly elected officers. If they were elected last year or the year before, that goes for them, too. Certainly, there are a lot of them I don't like, but there were a lot of people that did not like me when I was business agent of the Truck Drivers' Local Union No. 25 of Boston, but the majority was always for me.

I remember when I was elected President of the Joint Council in Boston there were a lot of my dear friends who thought they ought to have somebody else and their reason for objecting to me was that I was too outspoken, too plain in my language, too anxious to tell a fellow where he got off when he deserved to be told, but we went along in that Joint Council and it was then a real organization. I can't say the same thing now because the Joint Councils, not only in Boston but other places, pass on everything to the International. They are afraid to make a decision. Too much politics locally.

The purpose and the intent of the creation of the Joint Council was to act as a court of appeals between the local unions after the local union made decisions and nothing should come to the International that could be settled by decision of the Joint Council. The local union has the right to appeal from the decision of the Joint Council.

However, during the coming year, hold your head up. Remember your obligation. Let those words of the obligation sink indelibly into your mind. One section is as follows: "I shall never do anything to injure my local union or the International and I shall help a brother of this union in every way I possibly can. I shall maintain and uphold the local by-laws of my union and the constitution of the International. I shall observe the decisions of the general officers and of the General Executive Board."



# Seek Road Safety Record in '49

NATION-WIDE efforts to improve America's highway safety record will be made throughout 1949. The goal of fewer accidents on the nation's roads was pointed up by the recent announcement that scheduled for this year in June at Washington, D. C., is another session of the President's Highway Safety Conference.

Major Philip B. Fleming, Federal Works Administrator and general chairman of the conference, in announcing the meeting called attention to the improving safety record on the highways.

## Reports Encouraging

Referring to reports near the close of 1948, the conference chairman said: "Reports near the close of 1948 are encouraging. It is estimated that the number of fatalities per 100 million vehicle-miles of travel for this year may be as low as 7.8, compared with the rate of 12 in 1945 and 8.6 in 1947. Traffic deaths may not exceed 31,300, the lowest death toll in the last 16 years, except for the war years when highway travel was sharply curtailed. This is being accomplished despite steadily increasing traffic volumes."

Believing that the subject of highway safety and road construction plans are of first importance to our members, THE INTERNATIONAL TEAMSTER selected General Fleming as the subject of its first "interview of the month." Each month some outstanding figure will be interviewed by THE TEAMSTER on a subject of broad public interest.

A series of questions on safety and construction were asked of General Fleming and THE TEAMSTER is glad to present his candid, complete and specific answers.

1. We hear a lot about the "highway safety problem," General. Just what is the magnitude of the problem?

## Major General Fleming, Chairman of Highway Safety Conference, Cites 'Encouraging'

### Trend, Hopes for All-Time Low in Death Toll

A. The scope of the problem is shown by an annual death rate that is still above 31,000, non-fatal injuries that exceed a million every year with about 100,000 being permanent. On top of this, property damage from motor vehicle accidents was estimated at \$1,100,000,000 during 1947. We have to remember, also, that this is a dynamic, not a static problem—motor vehicle mileage is increasing rapidly, and that means more exposure to accidents.

2. Isn't the situation somewhat spotty—that is, don't we find some states with better safety records than others? What states, for example, are doing a really outstanding job in highway safety?

A. Yes, indeed it is. There are two states where the traffic fatality rate is below 5 per hundred million vehicle miles and there are seven states where the rate is over 11. Connecticut, Rhode Island, New Jersey and Massachusetts are doing a fine job, but even in those states some communities and many rural areas are neglecting highway safety. And don't forget that only about 35 states have put the Action Program into effect at all. That means a very wide performance range—good, bad and indifferent. Generally speaking, the smaller towns and rural areas are lagging far behind.

3. How does the general highway accident curve look—is it going down at an encouraging rate?

A. Yes, it is true that the accident rate has been going down for several years and it has gone farther since the President's first Highway Safety Conference in 1946. But even with this progress we won't reach the goal which Paul G. Hoffman set at that conference—to get the fatality rate down from 12 to 6 in three years' time. There is still plenty of room for improvement and that is a continuing job for drivers, highway officials, enforcement officers—and pedestrians.

## Teamsters' Role

4. Since highway safety seems to be everybody's job, what can teamsters do to contribute toward better safety on the streets and highways, General Fleming?

A. As individuals they can drive still more carefully. As members of an organization they can give greater support to the Action Program in their states and communities.

5. What is meant by this "Action Program" for highway safety?

A. This program wraps up in one package all of the time-tested techniques that our states and cities need for highway safety. It calls for action on many fronts and each part of the program is important. Specifically, here are the vital sectors that this program covers:

*Laws and Ordinances*—we need to obtain substantial uniformity of state laws and municipal ordinances to bring them into closer conformity with a uniform motor vehicle code and model traffic ordinance.

*Accident Records*—we need to

*Interview*  
**of the month**

EXCLUSIVE IN THE TEAMSTER



develop more adequate, uniform accident reporting systems throughout the country.

**Education**—we should make adequate provision for the safety of pupils traveling to and from schools, arrange for competent traffic safety instruction in our elementary and secondary schools—and, of course, set up standard driver education and training in our high schools.

Enforcement, engineering, motor vehicle administration, training and research and public information round out the list.

6. Where does the pedestrian fit in the picture?

A. The pedestrian is right in the middle of it. Year after year thousands of people literally “walk themselves to death,” as the National Safety Council puts it. During 1947 some 10,300 pedestrians were killed in motor vehicle accidents. When we break that down we find that children between 5 and 14 years old and persons 65 and over were in much greater danger than the rest of us. That seems to put an added responsibility on every person who sits behind the wheel of a car or truck.

### **Standard Regulations**

7. Isn't the lack of standardization in rules, signs and their location, a peril?

A. There is no question about that. The lack of uniformity is a

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## **Teamsters Lauded**

When asked to comment on the place of the Teamsters in highway safety, General Fleming said:

“First of all, I want them to know they are making an outstanding contribution to highway safety. As individuals the great majority of truck drivers nowadays are skillful, careful and courteous. And I want to congratulate the union on the fine safety material which has appeared in several of their publications, including, of course, THE INTERNATIONAL TEAMSTER.”

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**MAJOR GENERAL PHILIP B. FLEMING**

General Fleming is one of Washington's busiest officials. In addition to being Federal Works Administrator, he serves as chairman of the President's Highway Safety Conference and the President's Fire Prevention Conference. A graduate of the United States Military Academy at West Point, where he topped his class, General Fleming has led an active life as an officer in the Army Engineers. General Fleming was Administrator of the Wage and Hour Division of the Labor Department 1939-41 and for two years in the early days of the New Deal was Deputy Administrator in charge of the Public Works Administration. In addition to numerous honors, General Fleming was awarded the Distinguished Service Medal in 1946 for “outstanding service to the Government of the United States of America.”

constant danger to drivers and pedestrians. We made some progress last year, good progress in fact. In the field of laws and ordinances, for example, 16 states improved their driver license laws and now only one state is without such legislation. However, while nearly all of the other 47 base the granting of licenses on a written test, a vision test, and a driving demonstration, there is still a lot of variation. Some states are much more thorough than others. And this means that a certain number of drivers get on the road who really aren't qualified to take the wheel.

When it comes to signs and rules of the road, I hesitate even to mention the word uniformity. I often wonder how truck drivers and other motorists who get over the road manage to keep posted. There are only about 20 states that approach

the recommendations of the uniform Vehicle Code and even in some of these states you find serious deviations in the right-of-way rules. As for street and highway signs, you don't have to cross state boundaries to find a bewildering assortment.

8. Drivers often complain of delays and log-jams in court procedures and traffic court processes. Is there much prospect for improvement in more efficient law enforcement and traffic case handling?

### **Court Delays**

A. Drivers have reason to complain, but I do think this situation will improve considerably. In fact, several promising steps were taken during the past year.

The American Bar Association, for example, made its first awards to cities reporting the greatest improvement in traffic court practices



and procedures. Reports from the states indicate that 18 made an effort to secure improvement in traffic courts through administrative action, while four states relied on legislation and two resorted to constitutional revisions. Among the reports from 544 were many that indicated progress in courtroom practices and procedures. It's a big problem, of course, but nowadays most municipal traffic court judges and prosecutors are well aware of the need for improvements—unfortunately many of them are handicapped by city officials who can't

or won't make funds available.

Perhaps the Teamsters could help to supply public support for this phase of the Action Program. And I think they will be interested to know that Michigan has pioneered in a successful movement toward uniformity in traffic tickets and fines. The uniform traffic ticket developed and used in five pilot cities has now been adopted in 30 additional cities. The system is spreading to cities outside the state of Michigan and I see no reason why Teamsters shouldn't help it win nation-wide acceptance.

9. Since road design and construction are so important to highway safety, we would like some observations on highways and their relation to a good safety record. Are some of our roads obsolete for modern traffic even though they may be technically in good shape?

A. The rebuilding of the highway system to modern standards, which is necessary to meet economic needs, also will contribute more than any other factor to a permanent reduction of the traffic accident toll in the United States. Thanks to the enormous increase in traffic volumes many of our roads, both urban and rural, are obsolete.

We must remember that our principally used street and highway systems are largely the product of the past one-third century. Most of the improved mileage has been built under the need to stretch the dollar to maximum lengths. In general, the design tolerances were too meagre for today's traffic. Overloaded highways now are one of the chief causes of highway accidents.

This means future rebuilding or rehabilitation of the major mileage of both the primary and principal secondary systems to more liberal standards. The cost will exceed previous annual expenditures and will require a long period—at least 15 years and probably longer.

We know that properly designed, modern facilities can cut accident rates because we have the figures to prove it. Here are some examples of modern highways that carry large traffic volumes with fatality rates far below the national average:

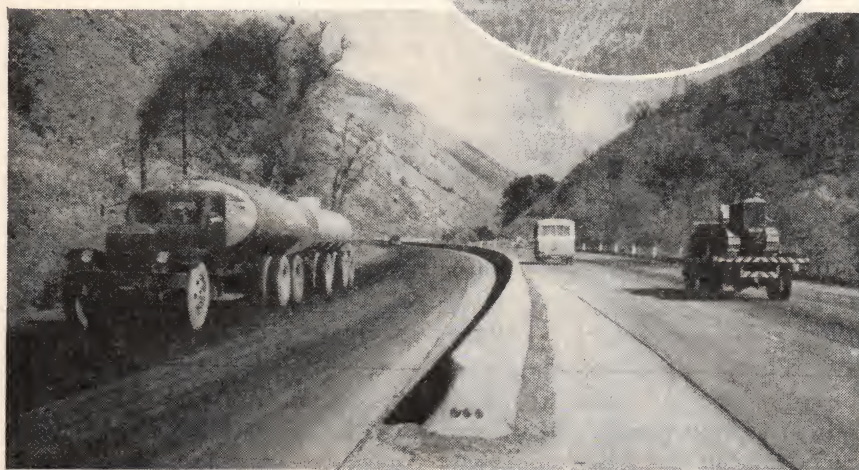
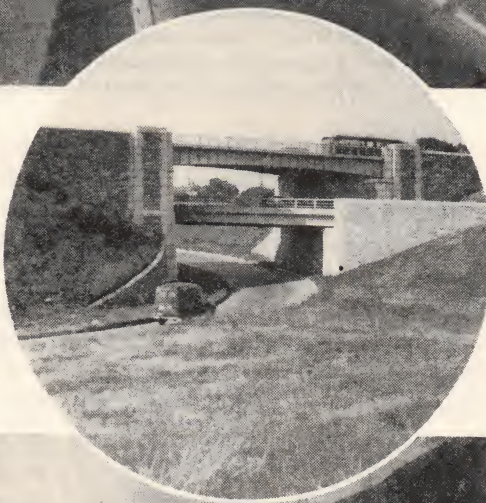
| Facility  | Deaths<br>per 100<br>million<br>vehicle-<br>miles |
|---|---|
| Merritt and Wilbur Cross Parkways (1946).....         | 2.5   |
| Chicago Outer Drive (1946)...                         | 2.9   |
| Riverside Drive, California (1941-44) .....           | 3.0   |
| Arroyo Seco Parkway (1941-44) ..                      | 3.9   |
| Metropolitan New York Parkway System (1938-1948)..... | 2.5   |
| Pentagon Network, Washington, D. C. (1942-1948).....  | 1.5   |

The principal hazards of existing highways are familiar to most truck

(Continued on page 20)



Highways with safety features. Top—A New Jersey highway near Newark, with dual-dual type construction. Center—A tri-level grade separation structure in the Pentagon Road network, Arlington County, Virginia. Bottom—A traffic separator of the deflector type is shown in this Kern County, Calif., highway on U. S. Route 99.





# National Organization Drive Set

**A**N ORGANIZING campaign, which soon will reach into every nook and corner of the continent, will be launched by the International Brotherhood of Teamsters at a meeting scheduled for the week of January 17 in Chicago's Morrison Hotel. Call for this meeting, which is expected to attract several hundred Teamster leaders from all parts of the United States and Canada, was issued by Executive Vice President Dave Beck, under authorization of General President Daniel J. Tobin and the General Executive Board, and is in compliance with action taken by the Teamsters National Convention in San Francisco in August, 1947.

## *Wheeler to Speak*

A highlight of the session will be an address by Senator Burton K. Wheeler, Teamster attorney, at 11 a.m. on the opening day. Senator Wheeler, who served for 24 years as chairman of the Senate Interstate Commerce Committee, is considered a leading authority on trucking.

The stage was set for this continent-wide campaign to organize every man and woman employed in the various phases of Teamster jurisdiction when the delegates to the National Convention unanimously adopted a new constitutional provision authorizing the chartering of national and area trade divisions and conferences, and providing for their operation. In harmony with the action of the convention, the General President assigned the direction of this undertaking to Executive Vice President Beck. The preliminary work has been going forward for several months, with the result that several existing area and national trade divisions have been chartered, four new national conferences have been organized and a fifth will be launched during the week of January 17 at Chicago.

Within the next few months, ac-

## *Continent-Wide Campaign to be Launched*

### *At Chicago Meeting January 17; More Trade Conference Divisions Will be Formed*

cording to Vice President Beck, national conferences will be organized and chartered covering every branch of jurisdiction of the Teamsters Union. This will be followed by the calling of a general meeting at which delegates from all of the various national trade divisions will meet to discuss problems and experiences and to compare organization methods and techniques.

The work of perfecting the great organization machine has now reached the point where the opening of a general campaign throughout the country has been deemed advisable. The campaign will be given its initial start on January 17 when Vice President Beck will address delegates to all of the four national trade divisions assembled in Chicago. The mass meeting of the delegates will be in the big Mural Room of the Morrison. The four trade divisions will then proceed with plans, both for carrying on their distinct organizing drives, and for engaging in cooperative effort to help each other. The national drive will also be coordinated with the work of the locals, joint councils and area conferences.

## *Publicity Program*

Plans will be made to use all of the available means of publicity to reach all Union Teamsters as well as all men and women employed in crafts within the Teamster jurisdiction. All of the groups will be lined up also so that they can easily use their combined economic influence in the drive.

The preliminary work of setting up the campaign and of getting trade divisions started on their work already is well advanced. Three of the

national divisions called into the Chicago sessions in January will hold their second general conferences as chartered branches of the Teamsters International Union. These are: the National Warehouse Conference, the National Automotive, Petroleum and Allied Trades Division, and the National Drive-Away and Truck-Away Conference. A fourth, the National Over-the-Road Trucking Division will be organized during the week.

## *Many Trade Divisions*

In the Warehouse, Automotive and Drive-away fields, Policy Committees already are working. In the Over-the-Road Trucking Division a Policy Committee will be named at Chicago. The schedule of meetings which has been worked out by Vice President Beck provides for meetings of all these Policy Committees, which will have charge of the organizing campaign between the conference general sessions.

The Policy Committees of all divisions are selected with the idea of having each major area in the country represented. A committee of some 30 or 40 will be selected for the Over-the-Road Division. A petition will then be sent to the International office for a charter.

Invitations were sent out recently urging all Teamster locals which have members engaged in over-the-road driving, or which can and should organize such drivers, to send delegates. Also invited to the conferences are delegates from all of the joint councils. In all cases, delegates from locals or joint councils will be secretaries or business representatives actually on the job in organization work of their locals.



It is estimated that 14 or 15 national trade divisions will be organized in the course of the next few months and will be chartered to function with the cooperation and assistance of the 52 chartered joint councils of the International Union. It is for this reason that Vice President Beck has requested that representatives present from the joint councils be preferably the secretaries or presidents of such bodies.

### **Charters Issued**

Charters already have been issued to the National Bakery Drivers Conference, the National Produce Conference and the National Dairy Division and, within a brief period of time, charters also will be granted for divisions covering laundries, retail deliveries, taxicabs, newspaper and magazine circulation men, general drivers, ice and cold storage drivers, brewery and soft drink drivers, cannery workers, sales drivers and others. These new divisions will also be called into national sessions where their Policy Committees will be selected and their part in the general organizing campaign put under way. The duties of these Policy Committees will parallel those of the executive boards of joint councils.

When the national organization

machine is perfected, every local union in the International will be affiliated with one or more of the national conferences and every phase of Teamster work will be represented. The combined trade divisions will meet yearly for the purpose of utilizing all of their combined economic, political, physical and moral resources to aid each other in carrying to success the completion of organizing for the International.

Publicity, especially for the purpose of promoting the use of and respect for the Teamsters Union Shop Card, will be stressed at the Chicago meetings. The Automotive Trades in particular have given this feature of the program their attention. A meeting of the Policy Committee of the Automotive division was held in Chicago on December 6 at which general plans were studied to bring about maximum use of the Shop Card. A complete report, carrying specific recommendations, will be made to the general Automotive sessions by this committee. A description of the jurisdiction, which will be covered in the automotive and allied trades group, also will be under discussion.

"Statistical and legislative activity within the framework of our joint functioning national trade structure,

to further aid the locals and joint councils, also will be carefully considered at Chicago," Vice President Beck said. "The value of this type of work has been proved again and again. It will be necessary, as we proceed, to develop methods whereby the advice of statistical experts and economists will be available to assist us in analyzing our problems and meeting them intelligently.

"The entire staff of International Organizers will be used in the work of this campaign and all of it will be under the direction of the General Executive Board."

### **Beck to Preside**

It was announced that Executive Vice President Beck, who is under special assignment to this work by General President Tobin, will continue to have charge of the perfecting of the national trade divisions and will preside at their opening sessions and outline to them the general policies to be followed and the opportunities for expansion that lie ahead. After the Policy Committees have been selected, however, and national chairmen named, the divisions will function by themselves, under the supervision of their committees and officers and with Executive Vice President Beck. In the interval of the general conferences, the Policy Committees will function to direct the organizing activities.

When joint conferences of two or more trade divisions to discuss this work are held or joint meetings of two or more joint councils or area divisions are held, Vice President Beck will also preside. Complete records will be kept of all the meetings and filed with the General Executive Board, in the office of the General President.

"Every local union, joint council and district organization is vitally concerned in the work of the national trade divisions and the International Union calls upon every local to participate actively in the formation of and functioning of these conferences," said Vice President Beck. "Local unions should

## **Members of Salinas Local 890 Honored**



Members of Local Union 890, Salinas, Calif., receiving congratulations from secretary-treasurer of the local after winning National Safety Council contest. From left: Frank Maciel, Harry Brott, Mark Cutrell, Peter Andrade (secretary-treasurer), Peter Juster, Jack Green, Jim Kelley and Robert Coffer.



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## Program of Action in Chicago

Following is the complete schedule of meetings at the Morrison Hotel in Chicago:

### MONDAY, JANUARY 17

- 10 a.m.—General meeting of delegates to Over-the-Road, Warehouse, Automotive and Drive-Away Conferences. Mural Room.
- 11 a.m.—Address by Senator Burton K. Wheeler.
- 2 p.m.—Over-the-road Conference, general session, Mural Room.
- 2 p.m.—Automotive Policy Committee, Parlor C.
- 2 p.m.—Warehouse Policy Committee, Parlor D.

### TUESDAY, JANUARY 18

- 10 a.m.—Automotive Conference, general session, Mural Room.
- 10 a.m.—Over-the-Road Policy Committee, Parlor C.
- 2 p.m.—Automotive Conference, 2nd session, Mural Room.
- 2 p.m.—Drive-Away Policy Committee, Parlor C.

### WEDNESDAY, JANUARY 19

- 10 a.m.—Over-the-Road, general session, Mural Room.
- 10 a.m.—Automotive Policy Committee, Parlor C.
- 2 p.m.—Automotive, general session, Mural Room.
- 2 p.m.—Drive-Away or Warehouse Policy Committee, Parlor C.

### THURSDAY, JANUARY 20

- 10 a.m.—Warehouse, general session, Mural Room.
- 10 a.m.—Drive-Away Session, Parlor D.
- 2 p.m.—Drive-Away, general session, Mural Room.
- 2 p.m.—Warehouse Policy Committee, Parlor C.

### FRIDAY, JANUARY 21

- 10 a.m.—Warehouse general session, Mural Room.
- 2 p.m.—Open—possibly Warehouse meeting.

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immediately authorize their representatives to attend these national conferences. Each local is entitled to two delegates.

### Important to Attend

"Arrange to be in Chicago, January 17 to 21, if your local has organized, or should have organized over-the-road drivers, automotive employes, warehousemen, or automobile drive-away or truck-away drivers. If your local has no jurisdiction over this type of work, make arrangements to be in attendance when your particular trade division is called into session.

"The meetings at Chicago, January 17 to 21, will start promptly at 10 a.m. in the Mural room of the Morrison Hotel.

"If you are to attend these meetings, be sure to write or wire to the Morrison Hotel in Chicago at once for reservations and make all of your arrangements for your transportation. It is very important that you fill out and mail to the Morrison Hotel the postcard sent to each local, asking for rooms.

"Remember, it is 10 a.m., January 17, for all delegates to all four conferences, to convene in general session in the Morrison Mural room."

One of the most important meetings of the week to many of the locals will be that of the Drive-Away and Truck-Away conference, which has recently been chartered. This conference was made up of the membership of all local unions engaged in this work, plus delegates from locals interested in this type of work. These groups have endeavored for some years to work out and negotiate rather broad area agreements with respect to wages, hours and working conditions for drive-away and truck-away employes. At their last meeting in Chicago in November the meeting voted to apply for a national charter and expand their work on a nationwide basis. At the coming session in Chicago, plans will be developed to operate this division on a nationwide basis.

The Warehouse Conference, the first of the national groups to be

established, has been functioning for nearly three months and already has begun to produce some rather startling results. The Policy Committee has been active in getting organization work started. A report on the progress and plans of this national division is expected to be both interesting and informative, especially as it refers to opportunities for growth.

### Two Great Fields

Vice President Beck has repeatedly stated at organization meetings that two of the greatest fields for growth lie in the automotive and the warehouse branches of Teamster jurisdiction, neither of which has been well organized all over the country. In some areas the work has been nearly completed, but in most sections of the country it has barely been touched.

"Eventually, by using the strength of the stronger areas to help and protect the weak, will attain the growth to which we are entitled and will also strengthen the strong," said Vice President Beck. "In doing this we will prove time and again, as we have in the past in western districts, that the Union Shop Card and Label are tremendously valuable and powerful weapons. It must be our aim to inform and to educate our own membership along this line first of all, and then to spread education to all of Labor. Certainly if Union Teamsters are expected to observe and respect the Shop Cards and Labels of other Unions they have a right to see their own respected.

"I look upon the meetings of trade division officers and delegates as great schools for the education of our people. In these meetings they learn how others have met and conquered grave problems; they benefit from the experiences of locals in other parts of the country; they learn what can be done when men determine to do it; they become convinced of the everlasting rightness of our cause. They tend to develop the fraternal spirit and to understand



the value of cooperative work in behalf of the Shop Card. They see what it means to channel the vast purchasing power of Labor into the concerns which employ Union workers and have therefore the right to display the Union Shop Card and use the Union Label.

### ***Using Union Service?***

"How many of the trucks driven by Union Teamsters, and how many of the private autos owned by our members are now being fueled, greased, oiled, washed, serviced, or parked by men and women who have not been organized? How many warehousemen are still unorganized? What a vast field for strengthening our International Union and for helping another half a million to a million working people!

"We have proved in years past the real value of organizing efforts by local unions and joint councils, but we have had to go farther to accomplish our ends. In doing this we have again proved the value of area organization. Now we are taking the next forward step: we are establishing our organizing machinery on a national basis to do a national job. We must do this: there is no other way. All around us we see the rapid trend of business and industry toward national organization; we see the challenge presented by the growth of great national chain business, all of which affect the welfare of our people. Therefore, as we perfect our organization, we will also be able to obtain finer wages, hours and working conditions without work stoppages.

### ***Study Being Made***

Vice President Beck called attention to the value of using recorded transcriptions to carry messages from one part of the country to another. He said a study is now being made to determine if uniform equipment can be obtained for all localities so that effective interchange of such recorded messages can be effected. This problem will be discussed at the Chicago sessions.

## **Progress Reported in Canada**

### ***Cooperation Marks Work of Teamster Locals in Ontario; Agreements Reached***

By ARTHUR F. MACARTHUR,  
*General Organizer*

Considerable progress has been made in various localities in Ontario in regard to organization of several branches of the craft. In over-the-road trucking, I am privileged to report that with the utmost cooperation between our Locals in Toronto and Montreal agreements have been consummated this month covering the employes of the largest trucking line in Canada, namely Smith Transport Ltd., operating in the provinces of Quebec and Ontario, and also New York State. There are approximately 600 employes in the respective bargaining units. It was necessary to cite this company before the Federal Labor Board and the Quebec and Ontario Labor Relations Board, with consequent delay and stalling and the contestation of the employer all the way. The Toronto Local was certified, covering the Ontario operation of the Company and in Montreal, a recently conducted vote under the supervision of the Federal Department of Labor gave our Local there an overwhelming majority.

Since then, agreements have been arrived at with the Company across the negotiating table and substantial wage increases, union security and other benefits are accruing to our members. Another hurdle is therefore crossed on our way to complete organization of over-the-road trucking in this area. This finds us with complete organization of all major trucking lines between Ontario and Quebec.

Renewal of agreements with Brinks Express, Inc., have recently been successfully negotiated with their Chicago management covering the cities of Toronto, Hamilton, Ottawa and Quebec City for the ensuing year, bringing substantial increases (15 cents per hour), and

with a degree of retroactivity, also benefits involving cost factors.

This month finds us on the threshold of agreement renewals with the Milk Distributors Association of Toronto. Substantial improvements in wages and working hours and conditions have been drafted for proposal to management. Every other day delivery and/or six-day a week delivery are undoubtedly factors that must be contended with this year. The Local Union is also conducting an organization drive in the last unorganized dairy in the City of Toronto, namely Silverwood's Dairy, Ltd., about 450 men are employed. This Local Union now has two business agents and a full-time secretary-treasurer employed, and has showed substantial progress this last year. The Coal and Ice Drivers' Local Union is also in process of filing proposed new agreement with its employers through the Fuel Dock Branch of the Board of Trade and the Inland Yards Association. This Local Union, while comparatively young, has made some progress in organization work this last year in the face of considerable opposition. Their potential membership is around 2,000 members, so they have considerable work to do, improvement, this year, in the presently existing agreement is expected, bringing with it, an influx of members.

The outcome of your general elections in the United States was definitely heartening in this regard, and it goes, without saying, met with keen approval in this country.

The Taxi-Drivers' Local Union, which is a strong stable group here, have recently wound up negotiations with their employers, having to resort to mediation and arbitration before a final settlement was reached.



# ICC Given 'Lesson' by Truckers

THE Interstate Commerce Commission went to school last month and discovered the real "know how" of the trucking industry from the top management itself. The sessions were held in St. Louis from December 6 to December 9, 1948, and in Washington from December 1 to December 16, 1948, and were concerned primarily with the leasing and interchange of vehicles by motor carriers.

Of course, these meetings would have produced the same old sedatives if the Teamsters' attorneys, Senator Burton K. Wheeler and Albert Woll, the General Counsel of the American Federation of Labor, had not been present to assist the industry witnesses in focusing attention on the sad and pathetic plight of public regulation in the trucking industry. This inquiry into the abuses and practices of the motor carrier industry originated with the Interstate Commerce Commission, which admits that something must be done by the Federal Government to clean up the chaos and intrigue now rampant in the business; but, how to correct the evils without hurting anyone's feelings and pocketbook is a vexing problem indeed!

## **Industry in Three Parts**

It appears that the industry is divided into three parts: The truck operations of the railroads, the trade association which claims to represent the industry, and the industry itself.

The testimony of the railroad people was to the effect that they were now in the trucking business in a big way; that they were getting bigger and better truckwise; that they should not be hampered in their trucking operations by any of the I. C. C. proposals; that the 77 undesirable practices outlined by the I. C. C. did not apply to their trucks. The railroads apparently have gone

## **Truck Leasing Turmoil Shown in Hearings Held in St. Louis, Mo., and Washington, D. C.; Management Describes Abuses in Industry**

a long way in advancing their aims of "coordinated transportation" as opposed to competitive transportation—all with the approval of the I. C. C. Witnesses for the Louisville and Nashville Railroad, the Illinois Central Railroad, the New York Central Railroad, and the Union Pacific Railroad testified.

## **Industry Participation**

Mr. Dwight L. Sutherland, representing the American Trucking Association, stated that the rules proposed by the government were not satisfactory; so he proposes that that portion of the industry which he represents should assist in its own regulation. Naturally, he comes up with a set of regulations which are innocuous indeed! The shrewd cross-examination by Senator Wheeler brought out many admissions from Sutherland which buttressed the position of the I. C. C. in its determination to proceed against the gypsy. Mr. Sutherland is typical of the town and country set which has been quite vocal in its efforts to represent the trucking industry in these United States. In answer to questions by the Union's attorneys, he described the social security status of the help on his country estate; he admitted that he did not own any road trucks; he insisted that he was not a truckman but was engaged in the "transportation business," if you please. All in all, he proved to be the best witness the Union could have had. The proposals advanced by the A. T. A. were treated very, very lightly by their witnesses. Mr. Godfredson, president of Transamerican Freight Lines, Inc., of Detroit, and Walter Bockstahler, vice

president of Bridgeways, Inc., of Detroit, were not sufficiently willing to discuss them on the witness stand with the Teamsters' attorneys; while they were in favor of them, they weren't too familiar with them.

The real truckmen (not those in the transportation business) let the Government know that the industry felt obliged to speak for itself, and that conditions were so wretched in the industry that they couldn't trust anybody but themselves to tell the real story to the government. J. C. Williams of Hillside Transit Co., Milwaukee, who was a member of the A. T. A. Truck Leasing Committee, stated under oath that he went to its first meeting and polled the members and found the group packed against him; he wrote a minority report which treats the A. T. A. proposals for what they are.

## **Exclude the Gypsy**

David Ratner, Midwest Transfer Co., of Chicago, and Victor H. Martell, president, Wisconsin Motor Carriers Association, insisted that the gypsy be ruled off the road; they were excellent witnesses in describing the unbearable practices now in effect among truckers due to the laxity of enforcement of I. C. C. rules and the conditions that have arisen because of the intrusion of leasing agreements in the industry.

Earl Girard, representing the Chicago Suburban Motor Carriers Association, filled the record with the real situation concerning the leasing of vehicles in the Mid-West; cross-examination of Mr. Girard strengthened his position immeasurably. Al Markowitz, of the New York-New Brunswick Auto Express, New



Brunswick, N. J., told the government that the legitimate trucker is fast disappearing; that all carriers will be forced to go to gypsies; that the I. C. C. should step out of the trucking field or change its ways; and that the leasing of vehicles is merely a subterfuge to destroy the rate structure, the wage structure, and the whole stability of the industry. It was clear to all that Markowitz knows what is happening on the Eastern Seaboard under the I. C. C.'s benevolent supervision of the elements which are driving this industry to the wall; his excellent grasp of the situation was well demonstrated under questioning.

### **Trucker Raps Gypsies**

Michael L. Adley, president of the Adley Express Company of New Haven (a trucker, if you please), who employs 650 people, told about the gypsy menace to his operations. "The balanced movement under which the Florida truckers prosper ruins the balance of the Northern truckmen. Adley contends that he and his competitors are facing financial ruin if the I. C. C. continues to favor the Southern operator at the expense of the North. Normally, the movements of motor freight between the North and the South should be divided evenly between Northern and Southern carriers, but under the I. C. C. regulations all this business is handled by the Southern operators. Adley is right when he insists that this abuse be corrected. The gypsy trucks are so battered and worn that Adley is forced to equip his own vehicles with special bumpers to push the Southern gypsies up and down the New England hills in order that his own trucks can proceed on the highway.

The states of Massachusetts, Rhode Island and Washington have been represented at the meetings. It appears that the laxity of the I. C. C. has broken down truck regulation by the various states. Mr. William Stancer, chief engineer for the Public Utility Commission of Washing-

ton State, took the witness stand and insisted that the I. C. C. follow the example of his state in regulating the leasing of vehicles. He described conditions in the trucking industry on the West Coast, and brought out the fact that Washington State has 82 men enforcing the state motor-vehicles rules, while the I. C. C. has only two men in Washington State attempting to police the gypsies. Mr. Lordan, assistant attorney general of Washington State, by vigorous cross-examination of the champions of the gypsies, was able to show to the I. C. C. what a sham the truck-leasing practice has become.

All in all, the hearings have produced ample evidence to show where the legitimate trucker is going. Between the railroads on the one side and the gypsy, the I. C. C., and the boys in the "transportation business" on the other side, is it any wonder that, in extreme desperation, the real trucker will no longer trust anybody but himself to plead with his government to pull him out of the mess into which 13 years of regulation by the I. C. C. has placed him?

### **Seek Road Safety Record in 1949**

*(Continued from page 14)*

drivers. They include, under-capacity for the traffic load; inadequate shoulders; dangerous curvature; inadequate sight distance; narrow lanes; congested road intersections, and railroad highway crossings.

Incidentally, I wonder how many motorists realize how important the flow of commercial vehicles is today and how it has increased over the years. Back in 1904 the ratio of trucks and buses to passenger cars was 1 to 78; by 1910 the ratio had become 1 to 45; by 1930 it had reached 1 to 6.5, and this year will probably hit 1 to 4.5. Since the percentage of commercial vehicles in the daily traffic flow is still rising, we are going to have to recognize this fact in road design to insure

safe, efficient operation of all traffic.

10. Do you have any comments on what proposals will be made by the Administration relating to road building and highway safety?

### **Highway Building**

A. As you know, the 80th Congress extended the highway construction program for two years, but at a reduced rate. The new act authorized the sum of \$450,000,000 annually in Federal-aid funds, compared with \$500,000,000 annual authorizations for the first three post-war years. The program should be accelerated as rapidly as conditions will permit.

11. Are there any specific ideas, comments or observations you might make which you would like members of the Teamsters union to know about in connection with highway safety or related matters, General?

A. First of all, I want them to know that they are making an outstanding contribution to highway safety. As individuals the great majority of truck drivers nowadays are skillful, careful and courteous. And I want to congratulate the union on the fine safety material which has appeared in several of their publications, including, of course, *THE INTERNATIONAL TEAMSTER* and the *Southern Teamster*.

I believe that your organization will do even more for the cause of highway safety in the months ahead. Lend your full support to the Action Program. The need is especially great in our smaller cities and rural areas—where the program has been neglected. Just as you might expect, these are about the only areas where the accident rate is increasing. Recent figures prove this.

"We find in some surveys," he said, "a great many trucks which are overloaded. Our highways were designed to carry certain load limits and when these have to take repeated poundings which excessive weights give, the subsoil base is ruined. Overloading is a real peril to the highways."





## Praises Elimination Of Grade Crossings

That dangerous grade crossings in New York City "will soon be a memory and before long will be entirely forgotten" is a prospect which elicits the praise of the *New York Times*.

The *Times* editorial recounts the early efforts of former Governor Alfred E. Smith, which began in 1923. The former governor is credited with foreseeing future traffic needs and initiating a constitutional amendment to eliminate grade crossings.

"In the quarter-century since then the toll of deaths and serious accidents resulting from unguarded and hazardous rail crossings probably has exceeded anything envisioned even by Governor Smith in 1923," observes the editorial.

Most of the work was completed by 1946 with projects now under way marking completion of the elimination of grade crossings by 1952. The projects have been given strong impetus under the leadership of Robert Moses, City Construction Coordinator, who is highly praised for his work by the *Times*.

## "Business Week" Views Failure of T-H Law

"The Taft-Hartley Act went too far. It crossed the narrow line separating a law which aims only to regulate from one which could destroy," says *Business Week*, leading management magazine, in editorial comment on "Why the Taft-Hartley Act Failed."

According to the business magazine the act failed because "Only a police state can enforce a law which is believed to be unjust by the people it affects."

Organized labor was convinced that the law was oppressive and was able to make that conviction effective through political action. Labor's opposition, says *Business Week*, was based on the "survival instinct at work." Admission that the law could lead to destruction of labor unions represents one of the most far-reaching conclusions on the working of the law ever to come from a spokesman for business.

The editorial says the law was more

than a pendulum swing away from the Wagner Act, but it warns that labor should not now go "too far," and going back to the Wagner Act, in the magazine's opinion, would "be going too far."

"In a free society," concludes the editorial, "the vital interests of an established group cannot be permanently undermined—not unless that society is to lose its freedom."

## "New York Star" Notes "Business Week's" Views

The *New York Star* comments on the Taft-Hartley editorials in *Business Week* and concludes by saying "These (*Business Week's*) opinions are liberal views which labor publications have been voicing for some time. We now especially commend them to Senator Robert A. Taft and to other diehards who still think the law somehow will survive the election returns."

## Comments on AMA's Propaganda Drive

Commenting on the American Medical Association's plan to raise \$3,500,000 to defeat the Administration's national health proposal, and to promote voluntary health insurance in its stead, the *St. Louis Post Dispatch* says that this "will be worth watching because, while the A.M.A. House of Delegates at its recent St. Louis meeting approved voluntary insurance in principle, it severely rebuked those who are working hardest to make it available on a national basis." Pointing out that commercial voluntary health insurance offers inadequate coverage, the newspaper observes that non-profit set-ups, "such as those sponsored by co-operatives, industries and labor unions, generally offer more benefits than do straight commercial insurance policies."

Concluding, the newspaper states: "There can be much argument as to how many families can afford fees which would provide all needed services. Probably none with incomes of \$2,000 a year or less. And there are 40,000,000 people in that bracket in the United States. In

1945, no less than 70 per cent of American farm families had cash incomes under \$2,000 a year; 42 per cent took in less than \$1,000." These figures, it is stated, show how difficult it is for voluntary health insurance plans, no matter how well-intended, to meet the problem of adequate medical care. "Will the A.M.A. propagandists be frank enough to admit this?" the paper asks.

## Expanding Highways Aid Modern Industry

Expanding highways have vital effects on modern industry, says Alfred P. Sloan, Jr., chairman of the board, General Motors Corporation, in *The New York Journal of Commerce*.

Three industries are pointed out by Mr. Sloan as being based upon the success of the highway system—the motor car industry, the oil industry, and the rubber industry.

"These three industries are really licensed to operate through the highway, and the impact of those particular industries on other industries has been stupendous," says Mr. Sloan. "... If we recognize the significance of the highway as fundamental, then if we restrict its use, we restrict the expansion of these great industries which I have mentioned."

## Post-Election Critics Rapped in Editorial

"It's time some one slung a shoe at the fat cats who have been yowling on the back fence ever since November 2," says the *Terre Haute Advocate*.

The "fat cats" are described as the columnists and editorial writers who have been wringing their hands since the election and acting more disappointed than Governors Dewey and Warren.

The *Terre Haute* editor concludes his observations saying, "The caterwauling columnists and commentators and editorial writers are afraid that President Truman has now found out what the people want and, like Lincoln, that he is now going to try to get it done. . . ."



# Men of Labor Get Congress Posts

When the forces of organized labor displayed their strength at the polls on November 2 they not only elected a liberal Congress but they named a number of men from their own ranks—members of labor unions—to seats in the House of Representatives and the United States Senate.

At least one of these successful candidates had served in Congress previously, but most of the newly elected members are new in Congress. THE TEAMSTER presents here a description of the careers of several of the new members who have come from the ranks of labor or who have been closely identified with trade unions. This article does not include discussion of any member of either the House or the Senate who was reelected.

**A**MONG THE new members from organized labor's ranks are included two new Senators—Paul Douglas from Illinois and Hubert H. Humphrey from Minnesota. In the House of Representatives are a number associated with the labor movement:

Foster Furcolo, Massachusetts;  
Abraham A. Ribicoff, Connecticut;  
Earl Chudoff, George Rhodes, Anthony Cavalcante, all from Pennsylvania;  
James S. Golden, Kentucky;  
Leonard Irving, Missouri;  
Thomas Burke, Ohio;  
Thurman Crook, Indiana;  
Roy Weir, Minnesota;  
Andrew J. Biemiller, Wisconsin.

## Two Dramatic Fights

This entire list is composed of new members in the House except Mr. Biemiller who had served a term 1944-46. The others are new to their respective houses.

Two of the most dramatic fights in the recent election were those

## Members of Unions Win Seats in 81st Congress In Colorful, Hard-Fought Campaigns; Humphrey and Douglas Beat Two Labor Foes

centered in the mid-west, home states of Senators-elect Douglas and Humphrey. Labor had special reasons in those states for defeating the Republican candidates who sought reelection.

### Brooks Defeated

In Illinois C. Wayland Brooks, often called the "Charlie McCarthy of the *Chicago Tribune*" and one of the most reactionary members of the Senate was candidate for reelection. In Minnesota labor had its guns trained on Senator Joseph H. Ball who chalked up one of the worst labor records in the Senate. Both elections were of first rank importance to labor and labor showed its strength by defeating both the anti-labor Senators.

In Illinois a gray-haired college professor with a colorful background was part of an extraordinary team of Democratic candidates for the United States Senate and the governorship. Adlai Stevenson was the Democratic candidate for governor. Both Stevenson and Douglas did an extraordinary job of campaigning in 102 counties of the state. They took their messages to the people. Senator Douglas made more than a thousand speeches and travelled 40,000 miles stumping the state—more miles than President Truman travelled in his campaign.

Paul Douglas has seen plenty of activity in 56 years. But the key of his whole career might well be the comment made about him by Brig. Gen. J. T. Selden who was chief of staff of the U. S. Marines First Division where Douglas served with distinction. Said General Selden in commenting to the TEAMSTER about the new Illinois Senator, "He

was always headed for the front line . . . he was a tireless worker."

Action and work have been the keynotes to Douglas' career. He was a football star at Bowdin College and worked his way through school as a waiter, fisherman, lumberjack, and baggage hustler. An author of more than a dozen books in his field of political science and economics, Prof. Douglas has been active in public life and served as a Chicago alderman.

He felt the need to get into the war and help fight fascism and totalitarianism. He enlisted as a private in the Marine Corps and went through boot camp which was rough going and Marine Corps officers who thought this old man ought to be back at his classroom instead of on the drill field didn't make it any easier. But he came through and sought action and got it in the South Pacific. He was wounded in action and decorated for gallantry. He rose from private to lieutenant colonel.

### Fearless Soldier

General Selden called him "a crackerjack officer," and added that "he was absolutely fearless. My main complaint was that he was so fearless that I was always afraid that he would get killed. He carried more water, more ammunition and more rations than any man in the outfit. He was always headed for the front line. He was always on the job and a tireless worker. He did a whale of a job and was admired by every officer and enlisted man in his outfit."

Douglas' wife, Emily Taft Douglas, served in Congress from Illinois



and made one of the most liberal records in that body.

The voice and character of Paul Douglas will make their mark in the 81st Congress, if the past career of the new Senator from Illinois is any guide. He is a member of the American Federation of Teachers (AFL).

One of the youngest of United States Senators in the new Congress is the man who took Joe Ball's measure in Minnesota — Hubert Humphrey, another AFT member.

Humphrey's career has been politically meteoric and with the drive and energy he has shown, he, too, is likely to make his mark in the Senate. Senator Humphrey came from the mayorship of Minneapolis where he made a sensational record to the United States Senate.

### College Prof

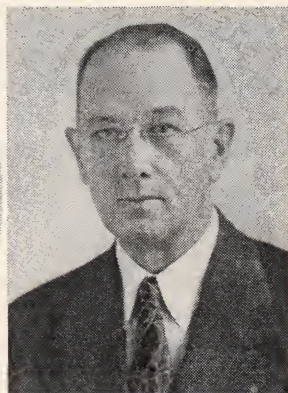
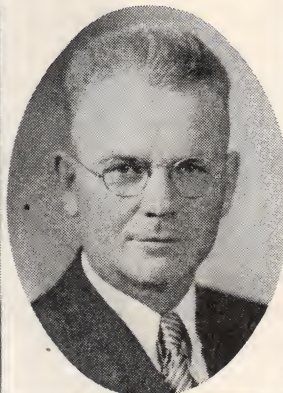
Before engaging in public affairs Senator Humphrey had been in turn a practicing pharmacist, defense program official, college professor, and news commentator. The 37-year old solon was born in South Dakota of a Minnesota father and Norway-born mother.

He has attracted national attention through his public activities in Minnesota where he was mayor of Minneapolis in 1945 and reelected in 1947. He has been one of the most forthright of the liberals in the Democratic party and led the fight for a strong civil rights plan in the party's convention at Philadelphia last summer.

As mayor he has shown unusual resourcefulness in office. He reorganized the police force; cleaned out rackets; established a polio program and inaugurated other public health measures. He led the fight for civil rights in Minnesota and his was the first major city with a fair employment practices program.

So many things were done by Mayor Humphrey that it would take more than a complete magazine article to recount the record. Comment must be made on Mayor Humphrey's interest and activity in

## Seven New Labor-Backed Congressmen



These seven new members of the House of Representatives are among many successful labor-backed candidates elected to Congress on November 2:

**TOP ROW** (left to right): George Rhodes (Pa.); Thurman Crook (Ind.); and Roy Weir (Minn.).

**CENTER ROW** (left to right): Foster Furcolo (Mass.); Anthony Cavalcante (Pa.); and Andrew J. Biemiller (Wis.).

**LOWER RIGHT:** Thomas Burke (Ohio).

This group represents various trades and professions, including printing, coal mining, electrical work, school-teaching and law.



the field of labor relations, a field in which he is outstanding. No violence has attended any labor-management dispute under his administration.

Humphrey represents the highest type public official with a real conscientiousness concerned with the duties of his public office. He has taken the people into his confidence and has reported on progress in weekly radio broadcasts. Incidentally, he is one of the most sought-after public speakers in public life. And now that he is a Senator, he has plenty of opportunity to act and speak. Liberalism should be glad

to have this energetic and able champion in the upper house of Congress. The Humphreys have four children, a daughter and three sons.

While senatorial elections usually overshadow campaigns for House seats, labor concentrated in many areas on liberal-labor candidates and the efforts paid off in the election of high calibre representatives.

Few will better represent the attributes for which labor fights than Wisconsin's Andrew J. Biemiller from the Fifth District. He has been AFL organizer, state legislator, college instructor, and war produc-



tion official. As member of Congress 1944-46 he made a good record for labor and liberalism. He was co-author of the maximum employment bill and the atomic energy act. He has been active in labor-management affairs and helped shape the nation's program of labor-management cooperation during wartime. Congressman Biemiller is experienced and able and labor expects him to take up its battles where he left off when his congressional career suffered a two-year interruption in 1936.

Pennsylvania elected candidates who were members of or closely related to trade unions. Anthony Cavalcante, Democrat, Uniontown, Pa., is chief counsel for the United Mine Workers of America—District No. 4. He is a war veteran (World War I), winner of the Purple Heart, and has been active in veterans and civic affairs. He represents the Twenty-third District.

George M. Rhodes, editor of *The New Era*, AFL weekly labor newspaper, and long active in organization work attended the recent Cincinnati convention of the AFL as delegate as he had the conventions at San Francisco, Chicago, New Orleans and Boston. Congressman Rhodes from the Thirteenth District has been a member of the Inter-



Senator Hubert H. Humphrey is shown here with his family the day after his election. Back row—Mrs. Humphrey and Nancy. Front row—Robert, 4; Senator Humphrey; Douglas, 9 months; and Hubert III, known as "Skipper."

national Typographical Union since 1917 and president of the Federated Trades Council of Reading and Berks since 1928. Mr. Rhodes in commenting on his election writes, "Elected with me last month was the

president of the CIO council of Reading and Berks, Andrew Kondrath, who won a seat in the General Assembly, defeating the incumbent Republican."

Congressman Thurman C. Crook from South Bend, Ind., Third District, has for 28 years been a drafting instructor in Central High School. He is a charter member of AFT Local 679 and now an honorary member. In addition to his teaching career Mr. Crook has served in both the House and Senate of his state's legislature. His legislative services reveal that he was a champion of legislation beneficial to education, labor, the farmer, small business, veterans, and the aged. He has been active in civic affairs in his state.

Like his fellow Minnesotan, Senator Humphrey, Congressman Roy Weir from the Third District (Minneapolis) was born in South Dakota. He has been a member of the stage employes union since 1914 and

(Continued on page 30)



Paul Douglas, new junior United States Senator from Illinois, is shown with his wife and daughter, Jean, on the day of his election.



# Truck Progress Seen in New Year

**T**HE TRUCKING industry in 1949 which is furnishing an increasing number of persons employment will show further progress in 1949 — if the general production curve of the country continues its upward swing. The curve of national prosperity and that of truck volume are closely related.

This is the opinion of transportation officials in the Government and other experts in the labor and management phases of the trucking business.

Although the trucking business has become an essential segment of the American economy, it still is closely dependent upon general business conditions. In other words — if we have good times in general with high production continuing we will have a good year for trucking. On the other hand if we have a sharp cutback in production, the trucking business will likewise feel the reduction in volume.

What are some of the problems of 1949 facing the trucking industry? What is the prospect for the solution of some of these problems? What are the general trends?

In order to get the answers to some of these questions THE INTERNATIONAL TEAMSTER interviewed various experts in the truck field and herewith presents some of the answers.

## *Essential Transportation*

In the first place, the truck is becoming more and more an essential part of the nation's transportation system. New uses are being found for truck transportation and some commodities which were formerly the exclusive province of other form of transportation are now being hauled by trucks.

With this expansion is developing a pronounced trend toward heavier and heavier vehicles, particularly in

## *New Transportation Roles Being Given Trucks; Greater Use of Tractor Combinations Is Predicted; Loading Legislation Big Question*

the "for hire" field. The reason for this trend is found in the gradual development in truck transportation over the past several years, materially accelerated by the wartime transportation problems. A number of fleet operators in the pre-Pearl Harbor days saw war coming and elected to invest in heavy well-built equipment. Operators found that it paid to buy heavy equipment which would last several years instead of attempting to save money with equipment requiring frequent replacement.

Two schools of thought on truck operation have developed. One group of operation believes in buying equipment cheap and replacing it frequently. The other believes that buying good equipment and exercising good care and thorough preventive maintenance. The latter group has been responsible for the trend toward heavier equipment.

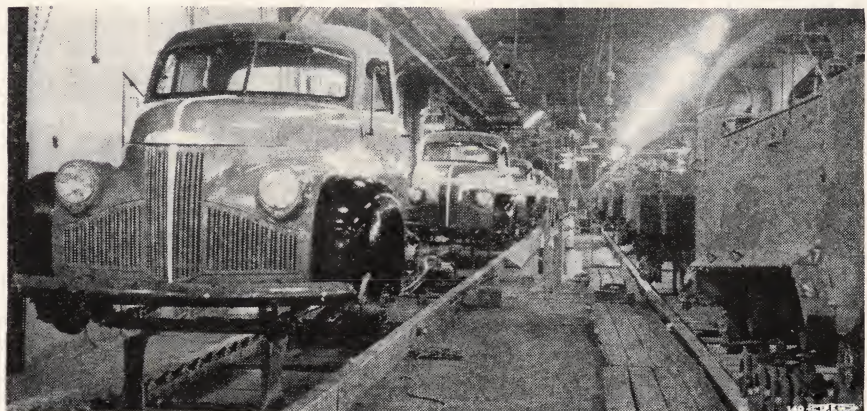
## *Tractors Increasing*

In 1949 we may expect to see the trend toward greater use of tractor combinations, particularly with intercity service. Figures for

the last ten years indicate a sharply increasing ratio of tractors to straight trucks. In 1939 there were 103 tractors per 100 straight trucks and the figures have gone rapidly upward since that year. The figures per 100 trucks for tractors for the years following 1939 are: 1940—109; 1941—120; 1942—139; 1943—143; 1944—154; 1945—171, and 1946—175. In other words in the seven year period from 1939 the number of tractors per 100 straight trucks has climbed from 103 per 100 to 175 per 100 near three-quarters in ratio. And the coming year will see this trend further advanced, fleet operators believe.

## *Safer Vehicles*

Another continuing trend is one in which drivers have a direct and quite a personal interest—better and safer vehicles. This trend which will be advanced in 1949, as it is each year of construction, will mean that drivers will have increased visibility and better cabs. In the last several years considerable attention has been directed toward improved cab design. This has resulted in



Typical truck assembly line. Industry set postwar record in 1948.



vehicles which are easier and more pleasant to handle than some of the old-fashioned jobs of 15 or 20 years ago.

Greater comfort in driving, greater visibility for the driver are not the only improvements, however. Better type air brakes have been developed which are a far cry from the old type of several years ago which used to "grab" when engaged.

A major problem in 1949 as it has been every year is the matter of load limits on the public highways. Length and load limits for common

carriers are limited by law with a great variety of regulations prevalent in the many states. The contention of the truck operator is that the limits on the highways should be liberalized. At the present time there is a great variety in the regulations. In the simple matter of length, for example, in the single unit vehicles there are eight different length regulations. There is a heavy preference in the regulations for the 35-foot in length vehicle with 36 states specifying that figure as the limit. Two states have a 33-foot

limit with the top figure of 55 feet in only one state, Maryland.

There is a considerable variation in weight limitations also. A quick survey of the weight situation, particularly for the classification known as the "Highest weight possible on combination" will indicate the variation. Weight limitation varies from 35,000 pounds (over certain highways) to as much as 76,800 in California.

The year 1949 will see further efforts made in the state legislatures in behalf of trucking interest to liberalize load limits. There is, however, strong opinion against excessively heavy units on the highways and this opinion is expressed emphatically by both state and federal officials. Elsewhere in THE TEAMSTER, Major General Philip B. Fleming, Federal Works Administrator and General Chairman of the President's Highway Safety Conference expresses his opinion on heavy loads and the pounding he says they are giving the nation's roads.

How successful, trucking interests will be in obtaining further liberalization of load limits, no one is prepared to predict, insofar as THE TEAMSTER learned.

The new year will see a buyer's market developing in the heavy equipment field with still some shortages apparent in the lighter truck supply. In 1948 the automobile industry turned out a great volume of trucks with year-end estimates placing the figure at \$1,708,622,000 in dollar volume or 1,239,642 units.

Teamsters are interested in the merchandising and sales efforts of fleet operators. Aggressive programs will mean more business and more employment. How aggressive management will be no one can say.

In 1947, according to Interstate Commerce Commission figures, the trucking revenues exceeded \$2.5 billion. And that was a big year. And as 1949 seems to be developing into another record production year both labor and management expect and hope that another record will be made before 1949 runs its course.

## TRUCK REGISTRATION

1904 - 1947

Includes Private and For Hire Trucks

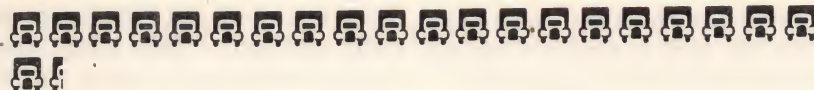
1904 . . . 700



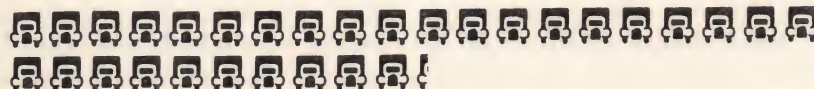
1914 . . . 85,600



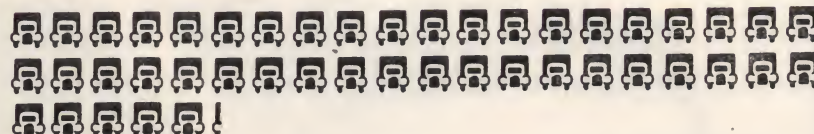
1924 . . . 2,134,724



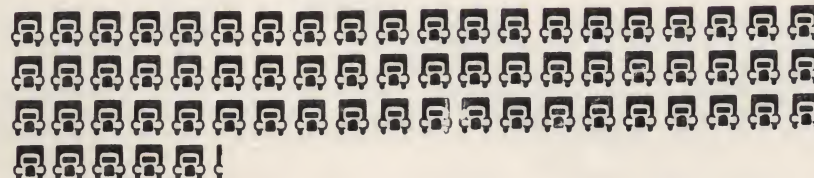
1934 . . . 3,419,254



1944 . . . 4,513,340



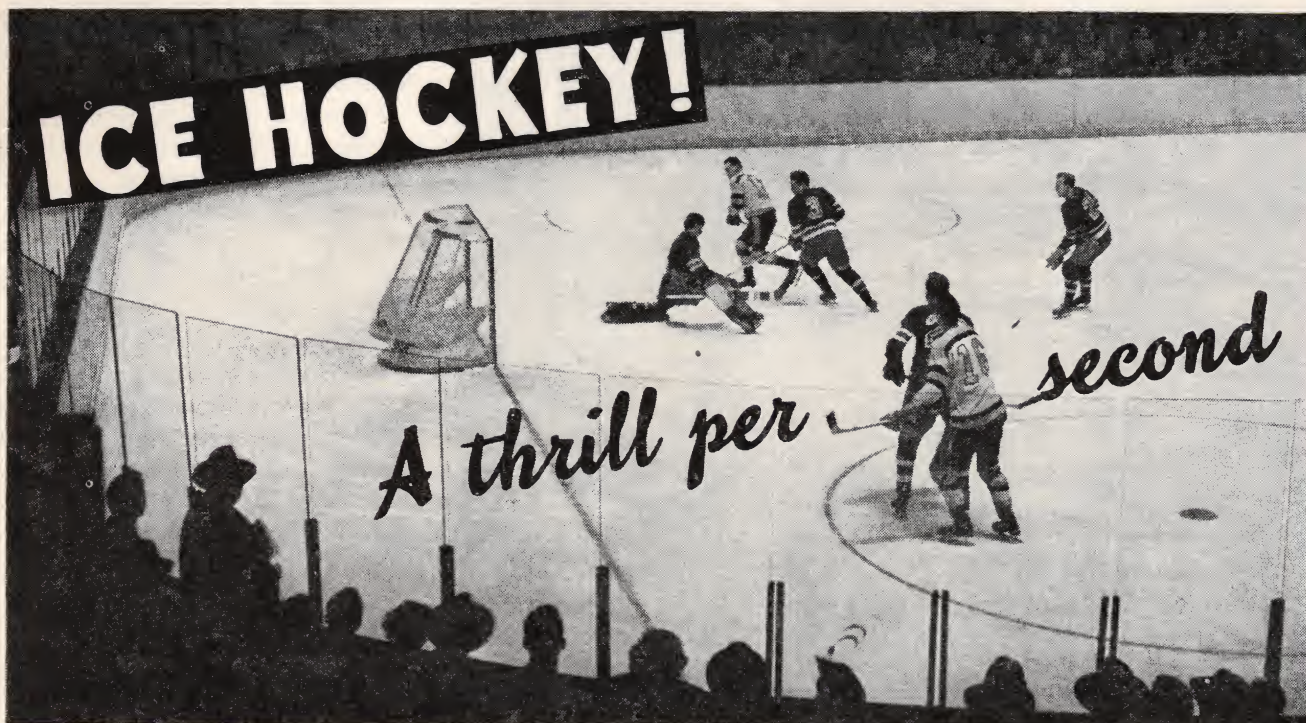
1947 . . . 6,512,628



Each Symbol = 100,000

TEAMSTER CHART





Scene in Madison Square Garden in December, 1948, as the Boston Bruins fought the New York Rangers to a 2-2 tie. This is a view of the action in front of the Ranger goal, with goalie Rayner fending off a Boston scoring attempt.

"You can take any of your games—football, baseball, basketball—add 'em all up, and you still don't get the thrills offered by a good ice hockey game."

The sports fan who uttered these contented words as he left the ice arena was one of the thousands of ice hockey addicts who turn to the game each year for sensations not to be found in most other sports.

This year, as in the past years, great Canadian teams are battling it out with top American teams for first place honors on the North American continent. The winner will get a leg on the Stanley Cup, symbolical of ice hockey supremacy—an unimpressive, battered looking jug that cost perhaps \$50 new.

### Keep Pumping

Blinding speed, superb finesse, and jarring bodily contacts are the hallmarks of a first-class ice hockey game. A dressing room in the clubhouse of one of the New York teams carries a sign with the simplest of all pep talks: "Keep punching!"

"Red" Dutton, one of the all-time Canadian greats, who once wrote a book on ice hockey, said that speed alone does not make the hockey player. "He must be durable; able to give and take in a rough-and-tough hard-contact game, where a single thought of the dangers can make or break a fine player. Admitting the essentials of speed and endurance, there is another and just as important factor in hockey today, with its wide-open attack. That factor is finesse and deception, the art of stick-handling; for our players have a better

understanding of the indispensable ability to feint, than competitors in any other sport—not excepting boxing." Elsewhere, Dutton says: "It's the boy who instinctively keeps the puck on his stick but shifts his eyes five or six places at the same time who gets places."

Many of the great ice hockey players come from Canada, where the game was cradled in the 1880s. Of the many stories told as to how the game started; the most widely accepted concerns one W. F. Robertson, a young graduate of McGill University, Montreal. In 1879, Robertson visited England and was fascinated with the game of field hockey. On returning to Canada, he discussed the game with a student-friend at McGill, and a little later they decided the game might be transferred to ice. After a set of rules was worked out, allowing for no substitute players and permitting any number to play, so long as both teams had an equal number, a game got underway with 30 players. For hockey they used a miscellaneous assortment of crook-handled walking sticks, branches of trees, and lacrosse bats. When the day's sport was over, the consensus was that a good way had been found to fill the long winter months. Professional ice hockey began in the early '90s. Teams toured the provinces and took up collections during the games.

One of the things that fans like about the game is that even the very best players never act the part of the bored professional athlete. Every man in the 85 x 200 foot rink has to keep punching if he does not want to get completely lost in the shuffle.

Spectators, in order to get the most

out of the game, should keep their eyes on the little rubber disc that takes a furious beating during its travels around the court. As for seats, most addicts prefer to be in back of a goal and high up in the gallery, where a better view of all parts of the ice is offered. Few knowing fans are found along the sidelines.

If you're sitting around the house some evening in the grip of winter's doldrums, looking for something different to do, hie yourself off to an ice hockey game.

"Watching the steel blades flash up and down the ice is one of the best winter tonics that I know of," says the collective voice of the game's fans.

### Close Contest

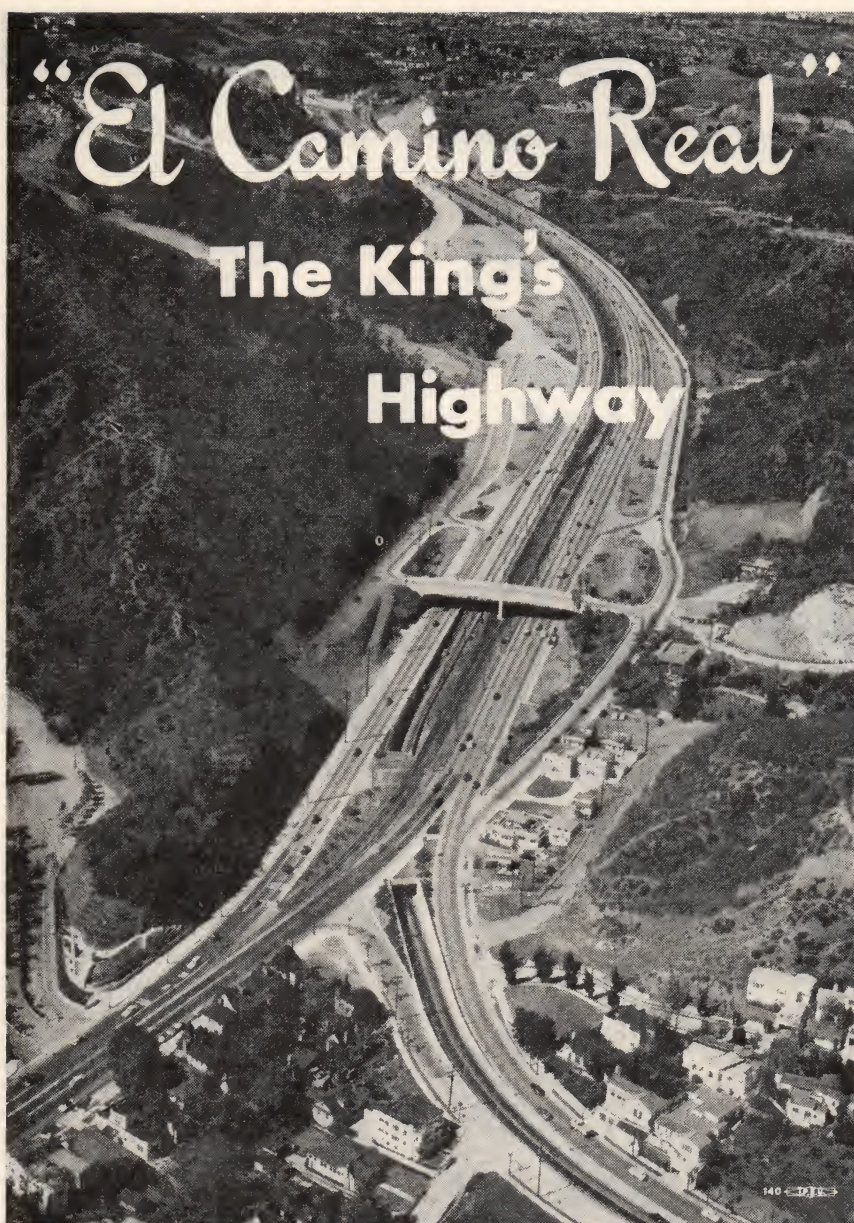
As this was written, the Detroit Red Wings were setting the pace in the National League, closely followed by Boston. Ted Lindsay, probably the best left-winger in hockey today, has had no little to do with putting the Red Wings on top of the heap.

In the Eastern Division of the American League, Providence holds a comfortable lead. The Western Division currently is headed by St. Louis.

Competition is such in the National League that any club is capable of knocking off any other club in the league. In the view of one student of the game, it all depends on the goaltender. "If a goaltender is having a hot night, then his team wins," he says.

Another addict remarks that the game has become off-balance because of the increased importance of the goaltenders, and declares that forechecking and the power play have brought it about.





CALIFORNIA'S scenic and historic El Camino Real—"highway of the king"—which links San Francisco and San Diego is 180 years old this year. One of the oldest traffic routes in the nation, the highway follows today almost the same path established in 1769 by a band of Spanish explorers seeking to make the area secure for the king of Spain.

On the road maps, El Camino Real is designated as U. S. Highway 101, but the tourists and truckers who follow the picturesque thoroughfare know it as the principal artery of California's Mission Trails.

Establishment of the highway as

it is laid today was due to an error in map-reading by the Spanish expedition which founded El Camino Real. The explorers were dispatched on the journey by the king of Spain, who had grown alarmed over the settlements of Russians north of the Golden Gate and the landings of Sir Francis Drake on the California coast.

The Spanish expedition, under command of Don Gaspar de Portola, was to make firm Spain's territorial claims over the area. Arriving from Mexico in what is now San Diego on July 1, 1769, the explorers rested a few days, then set forth to locate

the Bay of Monterey, where they planned to establish a fort and a Mission.

Following the California coast, the band of Spaniards marked the route which later became the main thoroughfare between the Missions which were erected approximately a day's journey apart—by muleback—along the way.

Because a navigator Vizcaino had drawn faulty maps of the area in 1602, the expedition failed to find the Bay of Monterey and continued north. One hundred and eight days after departing San Diego, the explorers discovered San Francisco Bay.

### *Center of Development*

The following year, the Spaniards succeeded in locating the Bay of Monterey and set up the fort and Mission. During the subsequent 40 years, a complete civilization grew in California, chiefly centered around the Franciscan missions which had been built along El Camino Real.

Until the Gold Rush of 1849, El Camino Real was the only highway in California travelled regularly. Towns and cities developed along the highway and the route served as a limb around which California's population grew almost entirely until the 20th century.

Today, El Camino Real is a favorite of tourists and truckers. Visitors to the coast are impressed by the serene beauty of the countryside; truckers are impressed by the absence of heavy grades typical of other highways on the coast.

The 21 Franciscan Missions located on Highway 101 and short distances on either side of it were established by members of the Order of Friars Minor. Leading figure of the Mission work was Friar Miguel Joseph Serra, famous in history as Father Junipero Serra, who led and inspired the California Mission expeditions.

Building the historic chain of Missions required more than half a century of extreme hardships, which included near starvation and fre-



quent attacks by Indians. First to be completed was Mission San Diego de Alcalá, seven miles from San Diego.

The Spanish expedition searching for the Bay of Monterey left what is now San Diego on July 14, 1769, with Father Serra a member of the party. Impatient to begin the task of converting the Indians to Christianity, Father Serra founded the first Mission in California two days later.

Only a small number of the expedition were on hand to witness the ceremonies which dedicated the first Mission; many members of the band had died of scurvy and many others were sick.

Indians in the area were unfriendly, but not hostile. They accepted presents of beads and clothing and even stole such articles. But they would not eat the Spaniards' food, believing that it was the food which had caused death and sickness in the expedition.

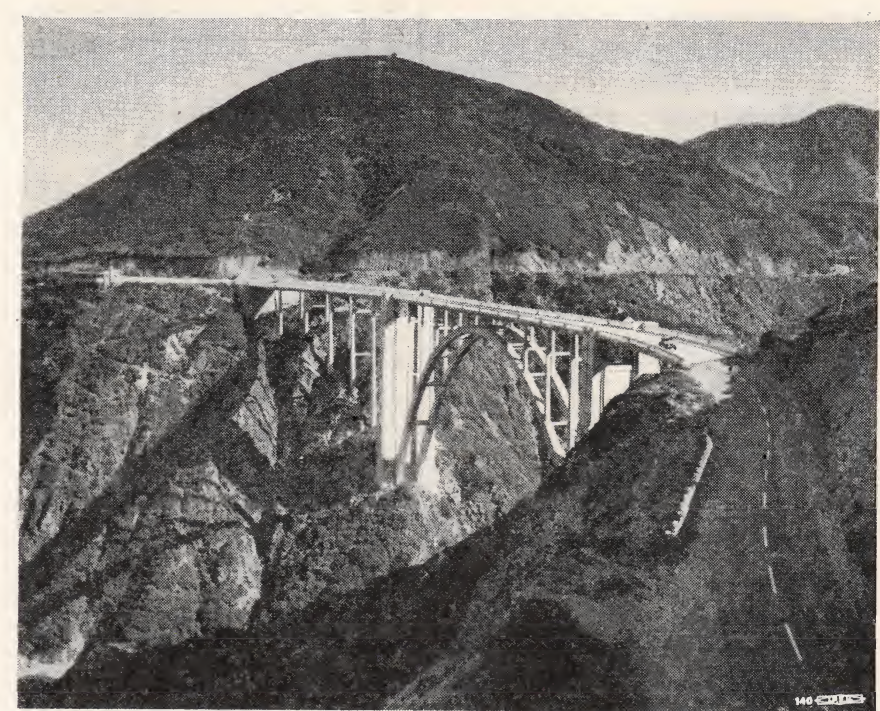
This fear probably saved the expedition from death, for if the natives had begun eating the stores of the Spaniards, the explorers might have died of starvation.

The Indians grew bolder and bolder in their relations with the white men, even jeering soldiers. They were ignorant of the power of the Spaniards' firearms and the explorers tried to avoid using their guns, but eventually were forced to fire on a band of savages which attacked the party.

### *"Trail of the Padres"*

Throughout the area covered by the Spanish expedition on its first journey from San Diego to San Francisco, the Friars worked tirelessly to establish other Missions. The string of religious shrines along El Camino Real became known as "The Trail of the Padres," a tribute to the determination and spirit of the Fathers who devoted their lives to the project of spreading Christianity through a strange and savage land.

Fifty-four years after Father Serra founded Mission San Diego de Al-



State Highway No. 1, between San Luis Obispo-Monterey-Santa Cruz and San Francisco is not a commercial route, but a scenic section of the Mission trails.



This is Mission Santa Clara de Assisi at Santa Clara. Founded on January 12, 1777, it has survived many catastrophes. Present building is replica of original.

cala, his dream of a chain of Franciscan stations stretching from San Diego to San Francisco was fulfilled. The final link in the chain was Mission San Francisco de Solano, which was erected in what now is Sonoma County on July 4, 1823.

Father Serra died in 1783, almost 15 years after he embarked on the Mission-building task. A year before his death, he visited Mission San Juan Capistrano, seventh of the Missions established, and confirmed

221 persons. Even after his death, the indomitable spirit with which he had fired the Mission movement from its beginning continued to be a motivating force in the work of his colleagues.

The Missions responsible for development of California's early civilization provide a backbone of historic and romantic interest for El Camino Real, the state's major highway.

California's tourist-conscious pub-



licists have given the highway another descriptive phrase—"the most beautiful 600 miles in America." Tourists and truckers who travel the thoroughfare are inclined to agree.

Plans are under way to make El Camino Real an even more pleasant highway to travel. Under the state's new highway improvement program, the historic path will become a four-lane route, dividing the entire distance between cities.

## California's Greatest

Several feeder highways serve El Camino Real, such as State Highway No. 1, known as the Carmel-San Simeon Highway; State Highway No. 150, which crosses San Marcos Pass north of Santa Barbara and winds through the "old Rancho country" to the sea near Point Conception Lighthouse, and others of equal beauty.

But, as it was more than a century ago, El Camino Real is still California's greatest roadway—greatest in beauty, greatest in interest and greatest in traffic.

## Critics Acclaim Trucking Novel

"Roaring Wheels," an authentic novel set on a trucking background and written by a Teamster, is winning acclaim of critics across the land.

The author is G. T. Whitson, now sales manager for a Los Angeles trucking firm.

A veteran of more than 17 years in the trucking business, the author has, in the words of the *Los Angeles Times*, "written a romance of the transcontinental freight truckers, packed full of excitement and melodrama."

The book is packed full of truck talk and truck lore and constitutes a hearty plug for the trucking industry.

"Roaring Wheels" can be read and enjoyed by everyone, but will be particularly interesting to those in the trucking business.



The Mission Trails,  
"King's Highway"

## Men of Labor Get Post in Congress

(Continued from page 24)

financial secretary and organizer for the Minneapolis Central Labor Union since 1923. Mr. Weir served in the state legislature 1933-39 and as member of the Minneapolis Board of Education from 1939-48. He is a veteran of World War I.

Thomas H. Burke comes to the House of Representatives after an active career in public and union affairs. Congressman Burke from Toledo has been executive secretary of the Toledo Industrial Union since 1944 and has been active in union affairs for many years. A native of Toledo he was elected vice-mayor in the organization of the city council a year ago. In addition to serving in the council he also served as a representative in the Ohio General Assembly 1941-42. Congressman Burke has also served in the Navy, one from 1923-27 and another time in the Naval Fleet Reserve 1927-39. His union affiliation is UAW Local No. 12. He is from the Ninth Congressional District.

Another active union member elected to Congress is Leonard Irving, business agent of the International Hod Carriers, Building and Common Laborers Union of America. He comes from Jasper Bell's old district, the Fourth, Missouri's Fourth and lives at Independence, Mo., home town of the President.

James S. Golden is one of the few Republicans with liberal-labor backing in the new Congress. He comes from Kentucky's Ninth District and won his election without opposition. He had, however, a fight in the primary, but after winning that battle he had easy going. Congressman Golden has been attorney for the United Mine Workers of America for many years.

Foster Furcolo, another liberal lawyer counted by labor as one of its strong friends represents the Second District of Massachusetts. He was an honor student at Yale and an outstanding athlete.



## Tire and Wheel Lifter Eases Tire-Changing

Designed to enable one man to lift the tire and wheel with one hand, roll it into position and then rotate until the holes in the wheel correspond with the studs, a new tire and wheel lifter is said to make tire-changing simple.

Ball-bearing casters, ball-bearing rollers for holding the wheel and tire and tire and swivel-mounted roller brackets are features of the product. With its leverage, only about 25 pounds of lifting effort is required to handle an 11.00-22 tire.

★

## Electrode Developed For Use on Cast Iron

An electrode which deposits dense, soft and machinable welds has been produced for welding cast iron. A non-ferrous electrode, the new product operates with a soft, steady arc on either alternating or direct current.

★

## Wallet for Drivers Features Safety Chain

A wallet designed for use by truckers is 4½ inches by 8½ inches, overall, and has five compartments for currency and papers. Made of elkhide and stitched with nylon thread, the wallet features a zipper opening beneath a button snap.



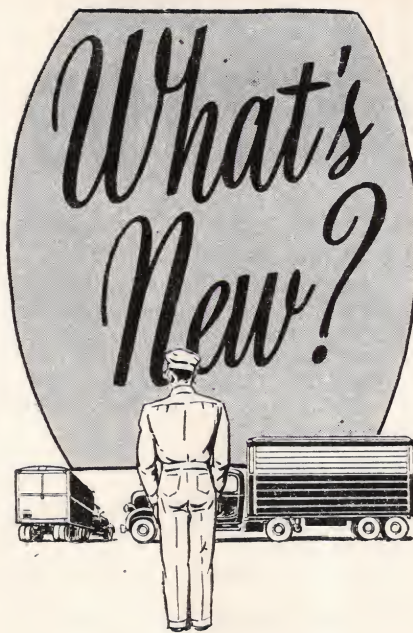
As an added safety feature, the wallets are protected against loss by a safety chain which connects to the belt with a leather loop.

★

## Thicker Elbow Joint Stops Mirror Shaking

A thicker elbow joint of a new rear-view mirror eliminates vibration, according to the manufacturer. Hardened hinge bolts with two setscrews, placed at wide angles to give position-looking on the hinge, are used.

Three holes make it possible to select



any base position from horizontal up to 45 degrees. A wide range of adjustments enables this unit to fit hinges from 1¼ inches to 4 inches.

★

## New Nozzle Said Aid For Gasoline Fills

A new swivel nozzle, designed to make gasoline fills faster and with less effort, has been marketed. A self-adjusting seal prevents gas leakage at the swivel.

★

## Portable Oil Changer Provides Quick Operation

A portable electric oil-changing unit, recently introduced, removes old oil through the dip-stick hole. Mounted within a steel cabinet with rubber-tired wheels for portability, a motor-driven, gear-type pump provides the high vacuum necessary to effect a quick change of crankcase oil.

★

## Unloading Ramp Placed on Market

A new combination ladder and extendable unloading ramp for trucks and trailers is designed for units with floor heights of from 46 to 52 inches.

The seamless tubing ramp is simply constructed with a minimum of parts and is manually operated.

*Names of makers of the products described on this page may be obtained by writing New Products, THE INTERNATIONAL TEAMSTER, 810 Rhode Island Avenue, N. E., Washington 13, D. C.*

## Clearance Lamp Built To Withstand Abuse

Made of heavy-gauge steel, a new clearance lamp will withstand much rough wear, its manufacturer claims. A solid metal center bar projects above the glass, providing further protection from scraping tree branches and damage from piling and walls.

★

## New Injection Pump For Diesel Engines

A new single-plunger type PSA fuel injection pump for automotive Diesel engines has been announced. Driven at crankshaft speed on 4-stroke-cycle engines, the pump is the cam-actuated, constant-stroke throttled-intake type. Present production includes both the 4-cylinder type (PSA-4A) and the 6-cylinder type (PSA-6A).

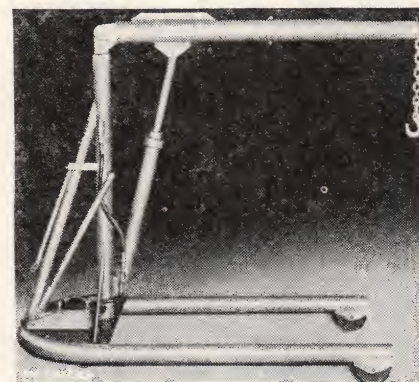
The PSA pump is designed to receive pressure lubrication from the lubricating oil system of the engine to which it is applied. Oil under pressure can be supplied either through the face of the mounting flange, by suitable location of ducts in the engine and pump structures, or through an external tubing to the ⅛" pipe tap connection at the underside of the pump.

The governor components are lubricated by oil mist created by oil throw-off from tappet and camshaft. Some seepage takes place from the camshaft rear bushing and is carried along the governor shaft. This is said to insure adequate lubrication of all moving parts. American Bosch regards this pump as a "significant achievement and one that seems likely to broaden Diesel horizons."

★

## Floor Crane Features Double-Acting Pump

A double-acting pump is the prime feature of a half-ton, hydraulic floor crane recently placed on the market.



Bearing-equipped floor wheels and a closed hydraulic system also are characteristics of the new crane, which has a self-contained telescoping boom extension as standard equipment.



# Relax WITH US

## Jockeying for Position

"Boy, if I don't get rid of this cold soon, I'll be a dead one," moaned the jockey to the exercise boy.

"Didja do what the doctor said?" asked the boy.

"Naw," replied the jockey. "The sign on his door said '10 to 1' and I wouldn't monkey with a long shot like that!"

★

## Too Much

After inspecting the whole stock of suitcases, the customer shook his head.

"I want a really good case for a long vacation in the country," he said. "I want to see some real cowhide in it."

"Sorry, sir," replied the assistant, dejectedly, "but I'm afraid we haven't one big enough for that."

★

## Justice I Thot!

The junior member of a law firm was sent out of town to try a criminal case. "Let me know immediately when a verdict has been reached," counseled the senior member.

About a week later, the senior partner received a telegram. "Justice has triumphed," it read.

Without hesitation, he wired back: "Appeal at once."

★

## Pertinent Question

The famous psychologist had finished his lecture and was answering questions. A meek little man asked, "Did you say that a good poker player could hold down any kind of executive job?"

"That's right," answered the lecturer. "Does that raise a question in your mind?"

"Yes," was the reply. "What would a good poker player want with a job?"

## New Name Needed

A man named Joe Hogbristle appeared in court to have his name legally changed. The judge nodded understandingly and asked, "What name do you want to take?"

"Frank Hogbristle. I'm sick and tired of hearing people say, 'Hi, Joe, whaddya know.'"

★

## Logical Question

"Is this the right train?" queried the little old lady.

"Where to, Madam?" asked the conductor.

"Stupid!" she replied, "Don't you know where you're going?"

★

## Naturally!

"My husband's face dropped a mile when we first visited Grand Canyon."

"Disappointed?"

"No, he fell over the rim."

★

## It All Depends

Auto Examiner: "Do you know what it means if a driver puts out a hand?"

Applicant: "Well, if it's a woman, it means she is going to turn right or left, shake the ashes off her cigarette, or reverse or stop, or she's pointing to a hat store, or admiring her ring, or—"

Examiner: "Yeah, and if it's a man?"

Applicant: "Why, he's usually waving at a woman."

★

## Good Bargain—Maybe

The farmer, back from the country fair with a new horse, found the animal refused to eat or drink. The farmer's eyes gleamed hopefully. "By golly, I've got a real bargain if he's a good worker," he exclaimed.

## Tougher Manpower Controls Planned

(Continued from page 5)

from unessential to essential production;

2. An observation that freezing of everyone employed in an essential job until it is determined whether or not he can be better used elsewhere;

3. Statements that wage inducements must be prevented in recruiting labor and that for recruiting a compulsory use of local employment offices, including Government agencies, will have to be used.

Commander Campbell, when queried by THE TEAMSTER on his lecture, said that he was speaking for himself and in his personal capacity, expressing his "own convictions."

If we should go to war this year, the speaker said, with full mobilization up to necessary levels by 1950 our manpower requirements would exceed our resources by 3,000,000, providing the same system of manpower controls are in force.

Since current production is at such high levels, there is little room for production expansion as we did in 1940-41, it would be necessary to cut drastically nonessential activities in order to have the means to shift the necessary manpower for wartime needs.

Commenting on the experience of World War II, he said: "We got through the war without some form of work-or-fight legislation as a result of sheer good luck.

"It would be highly dangerous for us to start, in the event of another war, with the same system of manpower controls that was used at the end of the war, as some have suggested, shifting to more stringent controls if it became necessary as the war progressed. . . ."

## Photo Credits

- 13—Federal Works Agency.
- 14—Public Roads Administration (FWA).
- 24—Minneapolis Tribune and Chicago Sun-Times.
- 25—Automobile Manufacturers' Assn.
- 27—Wide World.
- 28, 29, and 30—Mission Trails Assn.



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